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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, APRIL 24TH, 1908.

THE ensuing notes are not taken from the *Times* Book Club's "Historians' History of the World," in twenty-five volumes weighing over four pounds each, with solid oak bookcase thrown in for fourpence a day for eighteen months; but possibly somewhere in that compendious work their equivalents might be found by the industrious and intelligent student. Two thousand years ago there was no Book Club for the nation; each citizen carried his own club. While his wife harvested the garden patch, and if he felt that he might as well be doing something, the citizen laboured at the fashioning of a spare club, to stand in a corner of the hut till wanted. This was the beginning of the excessive burden of armaments. As now, peace was then assured by constant preparation for war. The alien immigration question was no less acute then than now, for the people in the next valley would persist in coming over to help the harvester, whom they sometimes harvested. When this incident occurred, it was awkward for the citizen, who, deprived of the assistance of his suffragette, had to work as well as maintain adequate defences. This led to agitations of the Unemployables, who, however, aroused less and simpler argument then than now. In those days there were small holdings, and no wide reserves for game preserves or deer forests, exclusively held by dog-in-the-manger aristocrats. Agricultural depression was not aggravated by exorbitant traffic charges, for the crops were consumed at home. An early citizen of industrious habits had a lot of spare time after his agricultural work was done, or while the weaker sex did it for him, and he developed a special aptitude for making mattocks. He made several of these, and thus became the first capitalist. His neighbours, who had been too busy otherwise to provide themselves, hired one of these necessary agricultural tools from him, and paid for the use of it in kind. The produce so handed over to him was the first dividend in the world, the first instance of interest on capital, which the communists of to-day declare to be an iniquitous tax on industry. He made so many mattocks that he left to his son quite a respectable income, more than he could eat, but the son of such a sire naturally did not enjoy being idle. His hobby was hut-building, which he did quite well. When his neighbours saw what a handy builder and repairer he was, they invited him to exercise his profession on their lots, while they went over into the next valley to inculcate their superior notions of ethics with the help of their clubs. They silenced the obdurate males, and converted the females, whose labours in the sphere to which they were removed helped to pay the reward to the home-staying builder of huts, who thus drew the first rents in history. These rents in some cases were not always forthcoming, owing to the careless handling by the tenant of his club, which had perhaps casually lessened the earning power of the new breadwinner. The landlord was not quite satisfied, but might not have known what to do if it had not been for a citizen who neither made mattocks nor built huts. This man spent his time thinking, and developing his intellect. He went to the capitalist and pointed out that the citizen who had not paid his rent ought not to be allowed to occupy the hut. It wasn't fair to those who did pay, and these latter might be relied upon to see fairplay if the capitalist insisted on his rightful claims. Thus arose the first lawyer, and the honest tenants who evicted the non-payer and installed the lawyer were the first policemen. They got a rebate for their services. The lawyer by using his brains more and more assisted evolution, and in the course of generations the British nation ultimately arrived at the beautifully complex and in all ways just system in which its constituents now very properly rejoice. Thus it is apparent that the socialists of to-day are mere reactionaries, who desire to start the inevitable process all over again.

Four more plague cases yesterday have brought the total to date to 87.

An accord between Japan and Spain is, says an Exchange Paris telegram, stated to be imminent. It is understood that the Japanese Prince is at present on a visit to the Spanish capital with this object in view.

Mr. Kemp, First Magistrate before whom the case was heard in which the occupant of 23 Lyndhurst Terrace was summoned for disturbing the tranquility of the neighbourhood, dismissed the summons.

Mathilda Gorlano, a girl who took poison at Bologna, left a letter explaining that she had been driven to despair by her sweetheart's confession that his early hair was not natural, but that he used curling tongs every morning.

Among the passengers by the "Prinz Waldemar," which left yesterday for Australia, was Mr. Duncan Clark, one of the partners of Messrs. Lane, Crawford & Co. Mr. and Mrs. Clark and son are going on holiday to England via Australia and South Africa.

"Yes," said the Texas editor, eyeing without affection the conductor of the rival paper, who had just called at his office, "it is true that I described you in my leader yesterday as 'a bald headed snipe whose miserable carcass is a foul insult to the earth it fattens on.' I suppose you have had complaints from the snipe-world and wish me to apologise to them for comparing them with you. I will do so with pleasure in an early issue."

Mr. William Williams, of Rhiw, Carnarvonshire, who died at the age of 101, was in full possession of his faculties up to the last, and never had a day's illness. Retiring from the sea half a century ago, he devoted his time to angling in the trout streams of Llŷn peninsula. He fished almost daily, from early in the season to the close, and only last week was preparing his fishing tackle.

General Sir Neville Lyttelton, speaking at the annual dinner of the Institute of Civil Engineers, said that the Japanese army of to-day owed its success to British tuition. Forty years ago he was in Yokohama, and the commander of a Japanese regiment, armed with bows and arrows, asked his superior officer to teach him the Englishman's method of using the rifle. That was the beginning of Japan's success in warfare.

The "Figaro" announces that the French Government intends to send a number of the ships of the northern squadron to Portsmouth during the visit of President Fallières to England in the summer. The squadron will probably be composed of the cruisers Amiral, Aube, Marseillaise, Léon Gambetta, and Dupetit-Thouars. The journal confirms the statement that M. Pichon, Minister for Foreign Affairs, will accompany President Fallières.

The Lusitano Club was crowded again last night when the Portuguese Lilliputians gave their third performance of "The Belle of New York." The young people seemed much more at home on the stage and their work was very creditable indeed.

The business of forming a new ministry occupied the attention of the Y.M.C.A. Parliament last night. Messrs. Lowry, Fuller, Burnett and Dale were unanimously elected to the respective positions of Premier, Leader of the Opposition, Speaker and Clerk of the House. The remainder of the sitting was devoted to impromptu speeches on subjects drawn by lot and proved very interesting.

One of Mr. Hearst's newspapers urges the permanent retention of the fleet on the Pacific coast, on the ground that the Oriental situation demands its presence. "A nation so ambitious in progress," says the *New York American*, "and so relentless in purpose as Japan should be restrained from aggressive effort to conquer advantages which America now holds only by the visible evidence of the prompt preparedness of our country to defend them."

In "Heathenism Under the Searchlight" a missionary, W. R. Hunt, paints the non-Christian nations of Asia in the blackest colours. His searchlight is lurid indeed. "Heathenism is the night of Asia. Goodness and truth are its absent qualities, despair its resultant condition, and death its total fact." "Methinks the lady doth protest too much." The heathen do not die out, but have contrived to live and multiply for thousands of years. The optimists who see with the eye of love through the microscope of sympathy find more of the truth than the pessimists, who can discover nothing but the blackness of darkness in every faith but their own.

Envy, writes M. Jean Finot, in *La Revue* has been in all ages the most detestable factor in the march of human affairs, and it has wrought more harm than misery. Disastrous to individual happiness, it is more disastrous to the happiness of the community, seeing that it engenders hatred, which in its turn exasperates and paralyses the will. Most of our defects are born of envy. Essentially base in its essence, vulgar souls like to see envy around them. Very few are able to resist it. The State creates and sustains it by the distribution of orders and titles, and a special press exists to write about the luxuries of the rich. Meanwhile envy's elder sister, hatred, grows apace. To be free from envy is almost to be assured of happiness.

The *Century Magazine* for March published a story of how an American engine-driver, who at the age of sixty years, went back to the land, bought a farm of one acre in Washington territory, and has been living upon it comfortably ever since.—He paid fourteen hundred dollars for the land and "improvements," and an additional two dollars and a half to the former owner's son for clearing away the rubbish heap. From that day he has paid not another cent. for hired labour. "I am my own horse and plough and farm-hand, and even my own rainmaker. I tell you," he said earnestly, "with irrigation and careful supervision, there's nothing in the way of a profit producer that can beat the small farm." His acre carries 175 fowls, one fourth of it is devoted to an orchard, and the ground is irrigated by a small stream. His wife makes preserves of the fruit, and his vegetables yield almost as much profit as his poultry.

The "Schlesische Zeitung," of Breslau, announces that a German merchant has succeeded in obtaining from the Negus Menelik a number of trading concessions, which cover the whole of Abyssinia. Thus it is said, that the enterprising German has received permission to establish motor car services for passenger and goods traffic, to build roads and bridges required for such traffic, and to levy tolls for the use of the roads and bridges. At the same time permission has been granted for the establishment of trading settlements, and the German has received the monopoly for the erection of wireless-telegraphy apparatus, and also for introducing postal intercourse between Addis Abeba and Dire Dawa. It may be mentioned that these are the concessions which have been sought by British and French syndicates, and that the German Government satisfied itself some months ago as to the "private character of the undertakings referred to."

A very interesting and instructive lecture on "Radium" was given by Mr. Frank Browne, F.I.C., under the auspices of the "Odd Volumes Society" at the City Hall yesterday afternoon. Sir Henry Berkeley presided. The lecturer was well acquainted with his subject and after dealing with the history of its discovery and subsequent investigations announced that he was fortunate enough to possess a specimen of this mysterious element, and after some demonstrations he would hand it round for inspection. In proceeding Mr. Browne said that the experiments could be better conducted in total darkness and after asking the indulgence of the audience, the doors were closed and the lights extinguished. The rays were plainly visible through screens of wood, glass, iron and thin copper. Experiments made with crystals were equally successful, willemite being conspicuous by emitting a green phosphorescent glow. The specimen of radium which was hired from home by the Society for the special purpose of the lecture, represented but a grain of the substance and its value was at least £200. Although throwing off millions of rays it was calculated to last two hundred and fifty years. The Hon. Capt. Basil Taylor briefly moved a vote of thanks.

Gunner C. W. Ward is permitted to resign from the Volunteer Corps with effect from the 16th April, and Corporal R. C. Witchell is transferred to the Infantry Company.

The Signalling Class in connection with the H. K. V. Corps will commence at Headquarters at 5.30 p.m., on Wednesday, the 29th instant. There are still some more names required to complete the class.

Members of Right Half No. 2 Company, H.K.V.C., are reminded that the next monthly shoot for the subscription Cups will take place at Tai Hang Range on Sunday next. The 200 yards range will be closed as soon as possible after 9.30 a.m.

Volunteer orders show that the order of merit for the Efficiency Cup for the past season is as follows:—

Left ½ No. 2 Company	1969	points.
H.K. Volunteer Troop	1832	"
Right ½ No. 1 Company	1777	"
Engineer Company	1774	"
Left ½ No. 1 Company	1768	"
Right ½ No. 2 Company	1716	"

It may safely be affirmed that, notwithstanding the Burns superstition, the Scotch dialect will be dead as soon as that of Lancashire or Yorkshire. Such is the dictum of Pilgrim in the "Glasgow Herald." He proceeds: In the course of a decade or two Burns and other patriotic associations will experience a difficulty in adequately rendering "Auld Lang Syne" unless with the aid of gramophone records. Scotsmen will soon be unable to recite with any facility an extract or a verse from their chroniclers, barbarous or otherwise, whether these be in the line of Virgil, Dunbar, Douglas, or the still more barbarous tongue whose lineage is from Adam and Eve through Ossian.

CHINA TRADERS INSURANCE COMPANY.

The forty-second ordinary meeting of the shareholders in the China Traders Insurance Company, Ltd., took place yesterday at the Company's offices under the chairmanship of Mr. H. W. Slade. There were also present Messrs. W. Helms, E. Ormiston, J. A. Plummer, E. G. Barrett, J. W. C. Bonnar (directors), C. Montague Ede (Secretary), E. C. Lane, A. B. Rouse, H. Hunter, H. M. Carvalho, B. M. C. da Cunha, V. L. dos Remedios, A. E. S. Alves, J. F. A. Barros, J. Gardner and A. R. Lowe.

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said—Gentlemen, The report having been issued for a sufficient time to enable you to study it carefully I will now with your permission take it as read. It is not possible to compare the years 1905 and 1906 from the published reports as during the former year the figures for the last eight months only were shewn separately, but I have taken out the items from our books for the first four months enabling me to make a fair comparison of twelve months working in each year. I find in 1906 an increase in takings of $454,000 while the losses only exceeded those of the previous twelve months by $86,000. We have paid on 1906 account a bonus of 20 per cent to contributors against 15 per cent for the previous year. In 1905 we were obliged to trench on our reserve fund whereas for 1906 we are able to inaugurate a sterling reserve fund adding thereto £5,000. We are also able to strengthen the reinsurance fund by £10,000 and further to carry forward the sum of $212,000 to underwriting suspense account to cover outstanding losses. Altogether, gentlemen, we can congratulate ourselves upon the first full year's working since the amalgamation of our interests with those of the Union Insurance Society of Canton, Limited. We recommend the payment of a final dividend of $1.50 per share which with the interim dividend of $3 per share paid last April should it prove satisfactory to you. The outturn for 1907 promises to compare favourably with that of 1906 and we therefore recommend the payment of an interim dividend of $3 per share and a bonus to contributors of 20 per cent. carrying forward the balance.

There being no questions,

The CHAIRMAN proposed, and Mr. EDE seconded, the adoption of the report, which was carried.

On the motion of Mr. EDE, seconded by Mr. ROUSE, the appointment of Messrs. W. Helms, H. A. W. Slade J. W. C. Bonnar and E. G. Barrett, and J. A. Plummer to the directorate was confirmed.

Mr. EDE moved, and Mr. E. LANE seconded the re-election of the retiring directors Messrs. Slade and Ormiston. Carried.

Messrs. Jeffries and Lowe were re-elected auditors on the motion of Mr. EDE, seconded by Mr. HUNTER.

This concluded the business.

THE JUNK BAY FLOUR MILLS.

We learn that a movement is on foot in local Chinese business circles for the formation of a syndicate with a view to acquiring, if possible, the big flour mills at Junk Bay established by the Hongkong Milling Co. which has now gone into liquidation, as a result of disastrous speculations in the wheat market.

It is believed that Chinese ownership would ensure for the mills a large and profitable business connection, and the view is also expressed that the milling of wheat grown in North China and Korea would particularly appeal to Chinese consumers who regard Korean flour as unrivalled by any flour imported from America or Australia.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

STEAMER EXPLOSIONS.

SINGAPORE, April 23rd.

There was an explosion last night on the Dutch oil steamer *Tancarville*, lying in the Keppel Drydock, which seriously damaged the vessel, and injured several coolies. Fortunately the crew were ashore. The resultant fire was extinguished by the local Brigade. The explosion scattered debris over an area measuring hundreds of yards.

At Belawan, Sumatra, the Dutch steamer *Pahud* was damaged by a boiler explosion, and nineteen Chinese were killed.

BANKS CLOSED.

SINGAPORE, April 23rd.

The International Bank is closing all its branches in the Straits.

[REUTER'S SERVICE.]

RUSSIA IN ASIA.

LONDON, April 21st.

A telegram received at Tiflis from the Officer commanding at Belin Suver, states that an immense horde of Nomads is advancing, and that the position is serious and strong re-inforcements are required.

LATER.

Strong Russian reinforcements have started for Belin Suver.

ITALY AND TURKEY.

LONDON, April 21st.

Turkey has promised a satisfactory settlement of the Tripoli coasting question, and the sanction of the Sultan is alone waited for.

TRADE DEPRESSION IN THE NORTH.

Commenting on the stagnation in trade in North China, Messrs. Ilbert & Co. of Shanghai in their latest piece-goods circular say:—

It is difficult to give any satisfactory explanation of the depression, but if it were possible to account for it, perhaps it would be found to be the outcome of many different influences, of which the following are the most important:—

Restriction of credit by the Chinese Banks, brought about by fear of losses in dealing with customers who have lost money, owing to bad trade and other causes.

Withdrawal of capital from the north caused by unrest and insecurity regarding the future, both political and financial. For example: Newchwang exchange on Shanghai is 25 per cent. discount owing to absence of hard money, instead of 5 per cent. premium in ordinary years.

Heavy likin charges on cargo transported by rail, the likin in some cases amounting to considerably more than the freight.

Depreciation of copper cash, which has reached a climax; depreciation of subsidiary silver coinage, the bulk of which is at a discount of over 15 per cent. as compared with Mexican dollars.

General fear that a further decline in prices may be impending; the fall in cotton and forced sales at auction contributing to increased distrust in the future.

It would seem impossible to look for any improvement in the near future under these conditions, but China is a country in which surprising changes are rapidly brought about—restriction of credit will cure itself, when large accumulations of capital become too unprofitable. The currency and likin questions are with us always, and a reaction in the cotton market is not improbable when it is brought home to consumers that this year's crop is about 2,000,000 bales short of last year's. The stoppage of looms in England and America and the gradual reduction of stocks all over the East, are favourable influences, while it often happens that fears about the future are overdone.

HEARN ON OBSCURE POETRY.

From a previously unpublished letter of Lafcadio Hearn, which appeared recently in the *Albany*, may be taken this criticism of two poets:—

"As for Browning and Meredith, I regard the bulk of the work of both as doomed to vanish because of its obscurity. I revere Browning, even though obscure. I have been lecturing upon him. I revere Meredith still more; and I have lectured upon him as the greatest philosopher-poet of the nineteenth century—for is he not the only one who has embodied a complete *ethical* conception of the evolutional philosophy in poetry? But how much greater would both poets have been if they had written as clearly as Rossetti or Tennyson?

"There was a party of French artists who made what they called *coffee*-pictures—a wonderful album. Every one of these artists emptied the dregs of his coffee upon a sheet of soft paper after dinner; and according to the *suggestions* of the shapes of the stains, pictures were inspired. I think that the obscurities of Browning and Meredith are like these coffee-stains for the mystic-minded. They *suggest* pictures ineffable; but they are developed only according to the imaginative and artistic capacity of the reader."

The first number for 1908 of "Science Progress in the Twentieth Century" has an appreciation and a portrait of the late Lord Kelvin. The high standard of the publication is maintained, and though the articles may not appeal to the casual reader, there is much that the thoughtful will enjoy. "Work under pressure and in great heat" is a discussion of the hygienic problems which arise through economic and industrial changes and another important contribution is that of Mr. F. H. A. Marshall, M.A., D.Sc., on "The effects of environment and nutrition on fertility."

SUPREME COURT.

Thursday, 23rd April.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGGOTT).

THE FLORIDA WATER CASE.

Leung Chak-chan, Fung Tuk Tim, and Lau Shan Ting, of the Kwong Sang shop, 46 Des Vœux Road Central were charged with a breach of the Trade Marks Ordinance by applying to 1632 bottles of liquid square labels with design closely resembling the trade mark registered by the complainants, Messrs. Lanman and Kemp, of New York, who are manufacturers of Florida water. The second count charged them with exposing goods so marked and the third count charged them with passing off those goods as those of Lanman and Kemp.

The Attorney-General said he had been asked that the defendants should not go into the dock. They were only charged with a misdemeanour.

His Lordship consented.

Mr. W. Slade, instructed by Mr. Deacon of Messrs. Deacon Looker and Deacon conducted the prosecution, and Sir Henry Berkeley, instructed by Mr. G. K. Holmes, appeared for the defendants, who pleaded not guilty.

The following jury was empanelled: Messrs. W. C. Logan, F. G. Cannyut, H. J. Stevens, G. Hunter, E. J. Raymond, J. Lemm, and R. Pestonjee.

Mr. Slade, in opening, said that the case which the prosecution hoped to make out was that the three defendants who traded under the name of the Kwong Sang in Des Vœux Road had deliberately tried to sell bottles of scent in fraud of Lanman and Kemp, prosecutors. The fraud alleged against them was first of all in selling bottles of scent bearing a trade mark which so closely resembled the trade mark of the prosecutors that it was calculated to deceive unwary purchasers into believing that they were buying the genuine Florida water. The defendants made scent which they called, Florida water and they put on a trade mark which closely resembled that of the prosecutors. They were charged with applying labels to those bottles of scent and they were further charged with selling those bottles of scent bearing the trade mark which was calculated to deceive. The second charge was known technically as a false trade description as defined by the Merchandise Marks Act or in other words they had endeavoured by the general get up of their bottles to pass them off as containing genuine Florida water manufactured and sold by Lanman and Kemp. The jury could understand how without a single untrue word on the labels the get up of the bottles could be such as to deceive unwary purchasers into believing that they were procuring the genuine article. Florida water undoubtedly was a name invented by Messrs. Lanman and Kemp many years ago, yet for purposes of that prosecution the jury might assume that anybody could use that name.

Sir Henry observed that the prosecution claimed at the Magistracy to have the exclusive right to use the name.

Mr. Slade replied that they did not, although one of the witnesses did. Proceeding, he dealt with the similarity between the two labels and said that the defendants were trying to benefit from the reputation which the prosecutors had obtained. The get up of the false bottle was calculated to deceive.

Sir Henry—There is no false bottle.

Mr. Slade—It is false.

The Chief Justice—It is alleged to be false.

Mr. Slade maintained that he was justified in calling it false and went on to explain that the prosecutors asked the defendants in December last to desist from using the trade mark in question but they declined and the prosecutors, who had tried from 1901 to get their trade mark registered, only succeeded in doing so this year, after which they instituted these proceedings and a seizure was made of 1632 bottles in possession of the defendants.

Sergt. Watt gave evidence as to the seizure and was cross-examined by Sir Henry as to whether he was aware that other firms in Hongkong as well as defendants manufactured Florida water, to which questions he replied that he had no knowledge.

Mr. Lamperski, the Hongkong agent for Messrs. Lanman and Kemp, having given evidence, the case for the prosecution closed, and the hearing was adjourned.

CORRESPONDENCE.

NOTA BENE.

[TO THE EDITOR OF THE "DAILY PRESS."]

Italian Convent,
Hongkong, 23rd April.

SIR,—By your courtesy we were given space in your columns for an appeal for funds towards the reconstruction of the dilapidated buildings for the "Home for the Poor" in St. Francis Street, Wanchai.

The response to our appeal barely supplies a third of the amount of the estimated cost of new buildings.

The Typhoon season will soon be upon us, and the urgency of replacing the old by a new structure is pressing daily.

May we again trespass on your kindness for the sympathetic support you have invariably extended to us by directing the attention of your numerous readers?

Yours faithfully,
TEODORA LUCIAN.
SUPERIORESS.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Liberia* left Shanghai on the 23rd inst., and may be expected here on the 26th inst. p.m.

The I.G.M. str. *Prinz Ludwig* which left here on Friday, the 27th ult. at 5 p.m., arrived at Genoa on the 22nd inst. at 4 p.m.

UNION INSURANCE SOCIETY OF CANTON.

The thirty-fifth ordinary meeting of the Union Insurance Society of Canton, Ltd, was held yesterday at the society's office. Mr. H. A. W. Slade presided, and there were present. Messrs. W. Helme, E. Ormiston, J. A. Plummer, E. G. Barrett, J. W. C. Bonnar (directors), C. Montague Ede (Secretary), E. C. Lane, A. B. Rouse, W. Hutton Potts, D. R. Law, J. A. Jupp, H. M. Tibbey, P. C. Potts, H. E. R. Hunter, F. P. Hett, Capt. Clarke, J. Barton, A. R. Lowe, C. E. H. Beavis, Hon. Basil Taylor, Ho Fook, and A. V. Apcar.

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said—Gentlemen, before passing to the business of the meeting I should like to notice the absence of three familiar faces, Messrs. Siebs and Wood have retired after many years service on our Board, during which period by their experience and sound advice they have afforded the greatest assistance to the management of the Society. Mr. Saunders, our late Secretary, has also retired and the best proof I can give you of his able and careful conduct of affairs is to recall to you the yearly increase of dividend paid to shareholders and to refer you to the balance sheet now before you for a statement of the sound position of the Society at the time of his giving over charge. As these gentlemen have now retired from China I feel that I am but voicing your sentiments in wishing them long enjoyment at home of the fruits of their labour. We will now proceed with the business of the meeting. The report and accounts have been in your hands for some weeks and as you have no doubt carefully considered them I propose to follow the usual procedure and take them as read. In comparing the figures with those of the previous report you must bear in mind the fall which has taken place in the gold value of the dollar; this has counteracted, as far as the appearance of the account goes, the shrinkage in takings consequent upon the almost unprecedented period of trade depression through which we have passed, and from which we are even now suffering but happily to a less extent. Our profits, however, whether viewed from a gold or silver standpoint are very satisfactory and we are able to recommend the payment of a final dividend for 1906 of $15 per share. The interim dividend of $30 declared at our last meeting was paid when exchange stood at 2/1½; the full dividend for the year therefore shows a steady increase both to shareholders resident in gold using countries and those living out here; it must also be borne in mind that this payment is made on our increased capital, which is very significant. We further recommend the addition to the gold reserve fund of £20,000 and the carrying forward of the balance of $430,000 to underwriting suspense to cover outstanding losses. The figures for the year 1907 as shown in the report are satisfactory as far as they go; there have been a good many minor losses but no abnormal ones since the close of the year, and although trade showed no improvement during 1907 I am happy to say that we have every reason to believe that the account when run off will compare favourably with its predecessor. We therefore have no hesitation in recommending the payment of an interim dividend of $30 per share on account of 1907. These results, gentlemen, are matters for congratulation, and you will be glad to hear that we have not forgotten the officers whose work has brought them about, we thought it right to vote a bonus to the Society's servants in the form of an addition of 15 per cent of a year's salary to the provident fund of each member who is in our service at the end of this month, as well as a cash bonus to Mr. Saunders who left our service at the end of last year, and I feel sure that you will approve of our having done so. Our amalgamation with the China Traders has worked smoothly and our anticipations as regards the reduction in our charge ratio have been realised. With the exception of Australia our branches, especially London, have been economically and profitably managed. It was known to us that business in Australia had not been going well for some years past, but in the hope that matters would improve automatically after the amalgamation of interest with the China Traders no step was taken in 1906; last year however it became apparent that radical changes were necessary and Mr. Ede was sent down to study the situation on the spot and report; since his return and acting on his recommendations we have not only placed the business under new management but we have adopted a policy of retrenchment and have decided to dispense with the services of ten members of the Australian staff. This step, while in no way imparing our efficiency there, will show an annual saving of some £5 00; this saving will not however be felt until next year. It may be, and indeed has been said, that no compensation is due to the Australian staff whose combined work has not produced any profit in the past, but this, gentlemen, is not our view, nor, I am sure, will it be, yours. The fault lay more with the system of working in Australia than with the individual worker and in view of our undertaking to treat old China Traders' servants as if they were the Society's servants of equal standing we have decided to pay each officer whose service terminated on the 31st March last, one month's salary for every year of service, conditionally on his doing his best not to estrange the goodwill; this will cost some £7000, but as we are in future saving £5000 annually the Society recoups itself in its outlay in eighteen months and I am sure our action will meet with your approval. Before proposing the adoption of the report and accounts I shall be glad to know if any shareholder wishes to ask any questions.

There being no questions,

Mr. D. R. LAW said—Mr. Chairman and gentlemen, I rise with much pleasure to second the adoption of the report and accounts for 1906 and 1907. It is very gratifying to see that the Society continues to prosper even in these bad times through which we are passing. Last year I had reason to congratulate the Board, the Secretary and Staff on the results of their labours, and I am sure every shareholder will agree that there is better reason for again doing so on the present occasion. I listened with pleasure to the Chairman's announcement of a bonus to the staff. Year by year they have reaped most satisfactory harvests for us and we are glad to mark our appreciation of their ability and labours. That a bonus should have also been voted to our late Secretary is most fitting. Mr. Saunders has retired from China, but I think it would be a vast pity for the Society to lose touch with him, and I feel that I am expressing the wishes of all shareholders when I suggest that the Board should offer him a seat on the London Committee. I suggest this, not so much on his account as on ours, as I feel that we should not lose the advantage of his ripe experience. The steps which the Board have taken in relation to the Australian business are characteristic of the Union's sound and vigorous management. I consider that the results achieved are preeminently satisfactory and I hope the Board will never lose sight of the importance of continuing to build up our reserves.—With these remarks, Gentlemen, I have much pleasure in seconding the report and accounts for 1906 and 1907.

The CHAIRMAN—Before putting this resolution I would like to refer to the suggestion made by Mr. Law as to putting Mr. Saunders on the London committee. This matter has not been brought before the directors yet, but it will receive their consideration.

The report was adopted.

On the motion of Mr. BARTON, seconded by Mr. BEAVIS, Messrs. Slade and Ormiston, the retiring directors, were re-elected.

Mr. JUPP proposed, and Mr. TIBBEY seconded, the re-appointment of Messrs. Hutton Potts and D. R. Lowe as directors. Carried.

The CHAIRMAN—That is all the business, gentlemen. Dividend warrants will be posted this afternoon.

PORTUGAL.

M. Finot, the editor of *La Revue*, contributes to the *Contemporary Review* an account of the Portuguese situation.

Don Carlos had many qualities which ought to have made him an excellent king. A distinguished *litterateur*, a skilled connoisseur, a delicate and agreeable conversationalist, he had a wide enough range of knowledge to make a good monarch. But he was among the worst. We owe the truth to the dead as well as to the living. Why then disguise the fact that the Portuguese people, divided as they are in their political ideas, were absolutely at one in their very slight esteem for their king? The king felt it, and while he felt it enjoyed a sort of strange coquetry in exasperating the people's feelings. Thus he threw in the face of his people an insult, in an interview in the *Temps*, which they longed to avenge in his blood.

The king, though mild in character, fast and not serious, had the pride of a demiurge, lodged in an empty mind. The antagonism between him and his people had quite discouraged him. He sought oblivion in orgies sufficiently innocent, but which in Lisbon, a large provincial town, were thought the *fetes* of a Nero. In truth he was bored. He courted all the pretty women, and was always dreaming of foreign travel. Having thus lost touch with the people, he failed to take in the fact that his extravagance alienated all sympathy from him.

Franco the Dictator said to M. Finot:—

Our country has suffered and suffers still from administrative corruption. There is too much extravagance and too many abuses. I shall have to reform much of the machinery and get new laws passed; and when some years hence people see what I have accomplished they will excuse my brutalities and violations of the Constitution. It is necessary to give Portugal a salutary shake, which will put fresh life into an organism which is prematurely old.

M. Finot says that in Lisbon even Franco's enemies admitted that, detestable though he was as a politician, his personal character was not open to attack. He prevented other men from enriching themselves at the expense of the State, but he did not enrich himself. They told me many lively stories of this plunder of the State to which Franco had put an end. It was, perhaps, the most courageous act of his reign.

—The Republicans have grave complaints to make against Queen Amélie. She is a clerical, which offends the Portuguese people. In that country, where the priests have to go about in civil dress and have morganatic wives like royal personages, and large families like the patriarchs in the Bible, such an accusation is seriously regarded by the people. And the queen's enemies rub it in. One of the leading Republicans told me that it was on account of Queen Amelie that King Carlos did not return the visit of his royal cousin at Rome. Everything had been settled for the journey, when, prompted by his wife, he wrote to Victor Emmanuel that he would be very glad to visit him in Italy, but not at Rome. And after that there was a regular coolness between the two Courts. This story may be true or false; but it has passed like a storm all over Portugal, and alienated the last traces of sympathy from the widow of Don Carlos.

M. Finot says:—

Perhaps there will be only one issue to this monarchy in chaos—a Republic. The other day I was visited by one of the Republican leaders, whose high character and eloquence command the admiration even of his enemies—Magalhaes Lima. "The Republic is at hand," he told me, and his face was lit up be joyful hope. "And afterwards?" said I. "Do you really believe that a change of the label alters the nature of the liquor?" "No doubt," he replied. "The monarchy has proved its character. Think of our 75 per cent. of illiterates, of our undeveloped resources, of the ruins which lie all round us. It is we who will transform the government, and with changed political conditions we shall infuse a new spirit into our people." The Portuguese Republicans have an ardent faith. Let us respect this religion of theirs, which has not yet had an opportunity of either deceiving itself or of failing.

Published by order of the Inspector General of the Imperial Maritime Customs, the "List of lighthouses, lightvessels, buoys and beacons on the coast and rivers of China", shows that there are now 116 lights, 5 light-vessels, 24 light boats, 137 buoys, and 110 beacons, a total of 392, which would indicate that fair progress is being made in the direction of lighting the Chinese coast in the interest of the mariner and the shipowner.

MUNICIPAL VERSUS PRIVATE OWNERSHIP.

The National Civic Federation has tried to determine impartially and scientifically the relative merits of private and public ownership and operation of public utilities. In September, 1905, the Federation resolved to appoint a Commission of 150 men, widely known as publicists, corporation chiefs, and leaders of labour. By them a Committee of Investigation, consisting of twenty-one members, was appointed.

The scope of the inquiry was at first announced to include Europe as well as the United States, but it was finally decided that European research should be limited to Great Britain and Ireland.

The public utilities decided upon for investigation were gas, electric lighting and power, water, and street railways.

In order to secure impartial investigation, both Committee and sub-Committees of investigation were about equally divided into three groups—"pros," "antis," and unpronounced. The experts appointed were similarly nominated in each case, one by the "pros" and one by the "antis."

There was thus constituted something of the nature of that "independent audit" for which Municipal Reformers clamoured in the late London County Council elections.

Nineteen members of the Committee of twenty-one sign the report, which thus sums up its more important conclusions:—

First—Public utilities, whether in public or in private hands, are best conducted under a system of legalised and regulated monopoly.

Second—Public utilities, in which the sanitary motive largely enters, should be operated by the public.

Third—The success of municipal operation of public utilities depends upon the existence in the city of a high capacity for municipal government.

Fourth—Franchise grants to private corporations should be terminable after a fixed period, and meanwhile subject to purchase at a fair value.

Fifth—Municipalities should have power to enter the field of municipal ownership upon popular vote under reasonable regulation.

Sixth—Private companies operating public utilities should be subject to public regulation and examination under a system of uniform records and accounts and of full publicity.

Seventh—The Committee takes no position on the question of the general expediency of either private or public ownership. The question must be solved by each municipality in the light of local conditions . . . . The people must remember that it requires a large class of able men as city officials to look after these matters. They must also remember that municipal ownership will create a large class of employees who may have more or less political influence.

WHAT IS RELIGION?

Professor F. S. Hoffman, writing in the *North American Review* upon "What is Religion?" begins by explaining what it is not. First, religion is not to be confounded with religions. Secondly, it should not be identified with the existence of superhuman spirits. Thirdly, it does not primarily rest upon a belief in human immortality, neither is it dependent upon the belief in one personal God. No one was more religious than Spinoza, but Nature, or the World-Force, was the object of his reverence and love. Religion is not in some particular feeling or sets of feelings, nor is it primarily a doing. A correct definition of religion must not refer either to any specific belief, or kind of feeling, or set of voluntary acts, but to the whole of man as a knowing, feeling and willing being.

Religion in the truest and most profound sense of the term is not primarily dependent upon any specific set of beliefs. It does not rise and fall with these beliefs, or go out of existence if they cease to be. The greatest question of our time on this subject is not any longer whether a man has any religion, but whether the religion that he does have is of any real value; whether it is a help or a hindrance to his own progress and the ultimate triumph of truth and right.

The first element, therefore, in religion is the recognition of the existence of a power not ourselves pervading the universe. And another is the endeavour to put ourselves in harmonious relation with this power. Every sane man believes, at least, that he is only a fraction of the sum-total of things. He also feels some dependence upon this sum-total, and he is obliged to put himself in some sort of accord with it. This is what Caird has condensed into the statement, "A man's religion is the expression of his ultimate attitude to the universe" ("Evolution of Religion," vol. i. p. 30).

Every sane man must worship something. He must put something over and above himself and pay that something homage. Modern students of the subject of religion are now everywhere admitting the great truth contained in the statement of the ancient Psalmist that only a fool can say in his heart, "There is no God." They are willing to go much farther and accept without hesitation the recent assertion of President Eliot of Harvard, that the true test of any man's progress in civilisation is his idea of God.

CANADA AND THE ASIATICS.

KICKED OUT FOR THEIR OWN GOOD.

Mr. Mackenzie King, Canadian Deputy Minister of Labour for Canada, has already had conferences with the Earl of Elgin and Mr. Morley and the departmental officials of the Government Departments interested with regard to Oriental immigration to Canada, and particularly the question of Indian immigration. His mission to Britain, is not to propose any hard and fast scheme for the regulation of Asiatic immigration but to see that this very difficult subject in all its bearings is appreciated in all quarters concerned, the Canadian Government being particularly anxious to learn the views of the British Government and to discover some means by which England, Canada, and India can co-operate in an arrangement which will be satisfactory to all parties. It is important to bear in mind that Canada's desire for the restriction of Oriental immigration is as much in the interest of the East Indians themselves, many of whom are believed to be the victims of exploitation, as it is for the prevention of possible complications in the labour situation of the Dominion. The experience of last year showed that the East Indians who went to Canada were in many cases wholly unsuited to the climate and conditions of the country, and that they suffered greatly in consequence. It is a fact well known to the authorities that the wholesale emigration of natives from India is not a spontaneous movement, but is largely brought about by private agencies, who make financial gain for themselves and who do not consider the welfare of the emigrants or the possibilities of the complications which are likely to be produced by their entry.

THE GERMAN NAVY.

The recent naval debates in both Houses of the British Parliament confirm the *Hamburger Nachrichten* in its frequently expressed opinion that the relative position of the German Fleet must improve to an extraordinary degree from the moment when only really first-class vessels are built.

In former years, it states, that is, until 1906, the fact was fully appreciated in England that the German Fleet would never be dangerous, or even cause the English much trouble in a fight, as the individual superiority of the English ships was too great. The English even doubted that the Germans could ever build ships as large as theirs, but this doubt, it adds, has now been removed, and hence the increased anxiety. The organ of the traditional Bismarckian policy then continues.

"It is true the English can at all times lay down twice as many ships as we, but if they did so their Budget would be swollen to enormous proportions, and it must not be forgotten that England also requires a very great number of torpedo-boats, of submarines, and of small cruisers, and that her ports and harbours must be enlarged or increased. Above all, however, it must not be forgotten that in the case of a war with Germany England would be compelled in future to stake very much more than she has hitherto calculated upon. The more ships she builds, too, the more difficult it will be, as experience has already shown, to increase the technical *personnel* to a corresponding degree without a deterioration of its quality. The oft-repeated statement that we would not improve our position in regard to England by building good ships and by accelerating their construction is thus proved to be superficial and false. Each new first-class ship increases Germany's power, however many ships the English may build."

The German naval critics constantly claim that Germany has an inexhaustible supply of first-class technical *personnel*, and the authorities are, moreover, devoting the utmost attention to the development of the means of training students in ships construction in the Technical Universities. Count Bernstorff, a retired naval commander, writing on this subject in the *Tag*, states:

"We can say with pride that we have at our disposal a first-class *personnel* from the admiral to the most insignificant sailor or stoker. In no Navy do high and low work day and night summer and winter, the whole year through, with such devotion, such affection, and such perseverance as in ours, in order to keep what naval material we possess up to date and to make this weapon as sharp as possible. Whoever reads with attention the reports of the numerous exercises and trips for manœuvring purposes which are conducted with our Fleet, and which make such heavy demands on the love of service, the perseverance, and the staying powers of the crews, must be filled with pride and joy by the knowledge that we possess such a corps of naval officers and such crews. It is, therefore, only a justified demand that these men shall have first-class ship material under their feet, ship material which also in respect of its armament is at least equal to that of other nations and preferably superior to it. This is a point which deserves the most careful consideration of the naval authorities."

THE ALL-RED ROUTE.

OUTLINE OF THE SCHEME.

Mr. Sifton in the Canadian House of Commons spoke of the part he took unofficially in bringing the "All-Red Route" before Mr. Lloyd George and Mr. Asquith.

He said that before going to England he had a conference with Sir Wilfrid Laurier, who agreed that he (Mr. Sifton) should do what he could to give effect to the resolution of the Colonial Conference, and the result of his meeting with Mr. Lloyd George satisfied him that when Canada, Australia, and New Zealand approached the British Government with a definite proposition it would receive the most cordial sympathy.

In describing the scheme Mr. Sifton said that the natural difficulties were all on the Atlantic, and the opposition in large part proceeded from the underwriters. Referring to the hydrographic maps Mr. Sifton said they showed twice as much rainfall for the United States route as for the Canadian, the percentage not being large, even in the Gulf of St. Lawrence. The ice was no great difficulty, requiring slight deviation to the south in winter. From 1880 to 1907 of the five vessels (not including coasting) lost on the Liverpool, Halifax, and Quebec route only one was lost in consequence of the danger of the route.

The cost of the 24-knot weekly service between Liverpool and Quebec and of the fortnightly service between Vancouver and New Zealand and Australia was a subsidy of £1,000,000 annually. The subsidy would be allocated as follows: Australia, £275,000, New Zealand £100,000, Canada £325,000, and Great Britain £500,000. New Zealand was favourable, and the others had yet to be heard from. He believed that Great Britain only wanted a joint representation from the Colonies to take up the project. He expressed the hope that the Canadian Pacific, the Grand Trunk, and the Canadian Northern Railways would join and make the scheme a success, with the result that Canada would be placed on a thoroughfare instead of being, as at present, in a side street.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 23rd at 12.05 p.m.—The barometer has fallen quickly in the North owing to the appearance of another depression over N. China. It is apparently moving Eastwards

Pressure is now highest over S. China, where gradients are slight.

Light or moderate variable winds may be expected in the Formosa Channel, and moderate N.E. and E. winds over the N. part of the China Sea.

The Japanese returns are not yet to hand.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	E. winds, light or moderate; fine.
Formosa Channel...	Variable winds, light or moderate.
South coast of China between Hongkong and Lamocks.	Same as No. 1.
South coast of China between Hongkong and Hainan..	Same as No. 1.

"A Jacobite Admiral," by R. H. Foster, (London: John Long) is just as good as a Marryatt Story. The heroine shows her hand far too soon, but fortunately the hero (though a doughty fellow on horseback or on deck) is an arrant simpleton before a petticoat, so the interest of a stirring, moving tale knows no abatement until the final page. 'Tis a rattling good story, egad.

AMERICAN FINANCIAL TROUBLES.

MR. ROOSEVELT'S PROPOSALS TO CONGRESS.

A delegation representing the great commercial interests of the Middle West, which was received by President Roosevelt on March 22nd presented to him an address, in the course of which it was stated that business conditions were never more prosperous prior to the panic of last autumn, but that now "certain lines of business are almost stagnant, a situation brought about by the fear of the people as to the stability of some of our institutions.' This condition of affairs was ascribed primarily to gross violation of the law by some of the corporations, and to the fact that the currency system is incapable of responding to the needs of commerce, and, it was added, it was accentuated by the life insurance investigation in New York, the earthquake and fire at San Francisco, and the disclosures of crookedness in high finance. The address praised the President "for compelling respect of the law by great and small alike," and requested him to indicate to Congress the corrective measures which it was necessary to take.

As a result of this address, and after a conference with the Republican leaders in both Houses of Congress, the official announcement was made at the White House at night that the President would in the course of the coming week communicate his views to Congress.

The nature of his recommendations has not been officially disclosed. It is understood, however, that he will urge the passing of the Aldrich Financial Bill, declare in favour of tariff revision being taken up immediately after the inauguration of the new President next March, propose the amendment of the Sherman Anti-Trust Law and the making of concessions to both capital and labour, and urge the passing of an Employers' Liability Law and legislation restraining the use of a writ of injunction by the Federal Courts.

With the exception of the recommendation advocating the passing of the Aldrich Bill, it is not quite easy to see how this programme will restore business confidence. A tariff agitation notoriously unsettles business, and although there is a very strong sentiment throughout the country in favour of a reduction of duties, there is also a very strong sentiment in favour of leaving the tariff alone and "the standpatters" are waging a vigorous campaign against the revisionists, which is one reason why "the standpatters" oppose the nomination of Mr. Taft, as he has announced that he is in favour of revision. Whatever may be the outcome, the fear of a reduction of duties will tend to curtail manufacturing and limit production until business can adjust itself to the new conditions.

An amendment of the Sherman Law permitting combinations among railways would be regarded as beneficial by business men generally, but coupled with this is the demand of the Labour unions that they shall be exempted from the provisions of the Sherman Law defining a combination in restraint of trade and another —which is the most insistent demand of labour —that boycotts shall be legalised. To both these, but to the demand for the legalisation of boycotts especially, there is such determined opposition in Congress that they will raise prolonged debate, and in all probability be defeated.

The other measures—employers' liability and the restraining of the use of the writ of injunction—are merely to satisfy Labour and an attempt to bring about better relations with capital.

A NATIONAL WAR CHEST.

Is there a sufficient reserve of gold available at all times in Britain to meet sudden demands of a crisis such for instance, as a great war might entail? Sir R. Giffen, K.C.B. addressed a sympathetic audience on this subject at the Royal United Service Institute last month. Sir Felix Schuster, member of the Council of India, being in the chair. Avoiding the purely technical view of the war chest, the speaker asked

What would happen if France and Germany, with their allies, were to be again at war, or if the United States and Japan, plus a great European Power, were to be embroiled? Or if, absit omen, this country were itself to be engaged with Germany, or the United States, or Russia, with perhaps one or two more States joining in as our allies or enemies? Such a war would bring upon us, as well as upon the whole community of civilised States to which the system of international credit extends, quite unprecedented calamities and dangers. This would result from the breakdown of the credit system itself and the interruption of international commerce. In past times great injuries to such commerce as existed were due to these causes.

The mere possibility of a raid upon these shores, though foredoomed to failure, might, Sir R. Giffen suggested, topple down that fabric of international credit of which this country holds the citadel.

Should a great war break out and business be widely interrupted, the demands upon English banks, quite apart from panic at first, might easily become overwhelming, and the paltry twenty-five, forty, or, say, fifty million pounds which is all we have to show, would dwindle to nothing in a day or two.

It was very desirable the hands of the banks should be strengthened against any emergency.

The problems of our banking system would certainly be easier if it were the habit of everybody as well as bankers to keep a larger proportion of their means in liquid form than they do. We shall be lucky if the lesson is learnt without the great war which will surely bring it home.

A vote of thanks was made to Sir R. Giffen for his paper, and several other gentlemen addressed the meeting.

THE AMERICAN LABOUR MOVEMENT.

A VEILED THREAT.

Although there is no Labour Party in Congress, as there is in the British Parliament, labour in the United States exercises great political influence, and there, as in England, it is constantly increasing its political demands.

The Republicans now find themselves in an embarrassing position. The Supreme Court having recently decided that a labour boycott is a violation of the Sherman Anti-Trust Law, the unions insist that the law shall be amended so as and also that by direct enactment boycotts shall be made legal. President Roosevelt is willing to agree to the first proposal, but he demurs to the second, and the leading Republicans in both Houses of Congress tell me that it would be impossible to secure the passing of a law giving legal status to a boycott.

A delegation representing the American Federation of Labour presented a memorial to Vice-President Fairbanks and Mr. Cannon, the speaker, urging immediate action by Congress on the boycott question and other legislation in which labour is interested, including the passing of an Employers' Liability Bill and the law to restrain the issuing of a writ of injunction by the Federal Judges, which labour bitterly complains is the weapon made use of by the capitalists to oppress the working man. The memorial of the Federation thinly veils a threat to hold the Republicans responsible in the case of non-action by Congress. While no member of Congress can evade party or individual responsibility, the memorial says, "we aver that the party in power must and will, by labour and its sympathisers, be held primarily responsible for failure to give the prompt, full, and effective Congressional relief we know to be within its power." The memorial further warns Congress that "repression of right is bound finally to break forth in a violent form of protest, especially among the more ignorant," who will feel great bitterness if they are denied by Congress the consideration they have a right to expect.

Both Mr. Fairbanks and Mr. Cannon expressed sympathy with the movement to secure the passing of an Employers' Liability Bill, but carefully refrained from making any expression of opinion regarding boycotting or other measures on the Labour programme.

The *Temps* publishes an interview which its representative has had with Mr. Taft, the American Secretary for War.

Mr. Taft is reported to have stated that if he were elected to the Presidency he would follow absolutely the same policy as Mr. Roosevelt, particularly in regard to the great financial corporations. When questioned about the agreement regarding Japanese immigration into the United States, he expressed the opinion that the Agreement completely overcame all the difficulties, which had moreover been greatly exaggerated, and which he did not think could be revived in another form and on another point, for the Jingoes were not masters of the situation. The cruise of the American Fleet would itself create no incident, and if the Fleet went to Japan it would receive there a warm welcome which would surprise the pessimists. There had been no addition to the programme of fortifications on the Pacific Coast.

CAN AMERICA LET THE PHILIPPINES GO?

There is no trouble about letting go, if we want to let go. It is as easy to haul down the flag in the Philippines at it was in Mexico and Cuba. We do not want the Filipinos as citizens—they are too remote from us to understand our problems or we theirs, and the intercourse between the two countries is not sufficient to enable us to assimilate them. To make them citizens would simply inject another race question into our politics, and that, too, a question which would have to be solved at arm's length. They cannot be subjects, for there is no place for subjects in a republic.—We cannot be half republic and half empire.—W. J. Bryan in the *World at Work* for February.

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WE beg to inform the public and all our customers that Mr. J. A. WINDSOR who has represented our Firm for some time past is no longer in our employ, and has no authority to act on our behalf in any Capacity whatsoever from This Date.

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STOCKBROKERS' ASSOCIATION OF HONGKONG.

THE Committee have fixed the following dates as SETTLEMENT DAYS for the year 1908:

WEDNESDAY, 29th April.
FRIDAY, 29th May.
MONDAY, 29th June.
THURSDAY, 30th July.
FRIDAY, 29th August.
TUESDAY, 29th September.
FRIDAY, 30th October.
FRIDAY, 27th November.
WEDNESDAY, 30th December.

By Order of the Committee,
J. F. WRIGHT,
Hon. Secretary.
Hongkong, 23rd April, 1908. 754

NOTICE.

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Hongkong, 22nd April, 1908. 750

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NOTICE IS HEREBY GIVEN that the SINGER MANUFACTURING COMPANY, of Elizabeth, New Jersey, United States of America, has on the 12th day of December, 1907, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:—

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in the name of The SINGER MANUFACTURING COMPANY, which claims to be the Sole Proprietor thereof.

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Dated this 17th day, of February, 1908.

DENNYS & BOWLEY,
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NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held TOMORROW (SATURDAY), the 25th April, at 12.30 P.M., at the Offices of the Jockey Club on the ground floor of the Hongkong Club Annexe, Chater Road.

By Order
T. F. HOUGH,
Clerk of the Course.
Hongkong, 11th April, 1908. 699

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RATTAN AND GRASS FURNITURE MAKER.
CHAIRS, TABLES, SETTEES & LONG CHAIRS.
BAMBOO BLINDS. MATTINGS in all colours on Sale.

All Orders receive prompt attention.
59A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. 401

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong 1st April, 1908 43

MITSU BISHI DOCKYARD AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.1. A.B.C., and Engineering Code Used.
NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length	722 feet.
Length on Blocks	714 "
Width of Entrance on Top	96½ "
Width of Entrance on Bottom	83½ "
Water on Blocks at Spring Tide	34½
DOCK No. 1.	
Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	6½ "
DOCK No. 2.	
Extreme Length	371 feet.
Length on Blocks	350 "
Width of Entrance on Top	68 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.
Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear always ready Short Notice. 799

PRINTING
AND
BOOKBINDING
OF
ALL DESCRIPTIONS

BUSINESS CIRCULARS,
COMPANY PROSPECTUSES,
COMPANY REPORTS & BALANCE SHEETS
BILLS OF LADING,
FIRE & MARINE INSURANCE FORMS
STOREKEEPERS' PRICE LISTS,
COMMERCIAL CODES,
COMMERCIAL REPORTS,
COMMERCIAL FORMS OF ANY KIND,
ALSO
MENU CARDS, VISITING CARDS, INVITATION CARDS, &c.

LEDGERS & ACCOUNT BOOKS
MADE TO ORDER
PERIODICALS BOUND AND BOOKS OF ALL KINDS RE-BOUND
IN THE BEST MATERIALS.

Estimates furnished on Application to the Printing Department "HONGKONG DAILY PRESS" Office

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, TO-MORROW (SATURDAY), 25th April, 1908, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 18th April, until SATURDAY, 25th April, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 11th April, 1908. 698

THE HONGKONG ELECTRIC CO., LD.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Offices, St. George's Building, on SATURDAY, the 2nd May, at 12 o'clock NOON, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 29th February, 1908, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th April, 1908. 711

NOTICES OF FIRMS

NOTICE.

THE Interest and Responsibility of Mr. CARL WILHELM GEORG in our Firm CEASED on 31st DECEMBER last.

ERICH GEORG & CO.
Hongkong, 23rd April, 1908. 753

NOTICE.

THE Interest and Responsibility of Mr. JAMES ORANGE in our Firm CEASED This Day.

LEIGH & ORANGE.
Hongkong, 31st March, 1908. 635

NOTICE.

MR. ALBERT EDWIN GRIFFIN, Assoc. M. Inst. C. E., is from May 1st, 1908, admitted a PARTNER in our Firm, which will continue to carry on the business of Civil Engineers, Architects and Surveyors as heretofore, under the style of "Leigh & Orange."

LEIGH & ORANGE.
Hongkong, 31st March, 1908. 636

TO LET

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—
YEE SANG FAT & CO.
Same address.
Hongkong, 28th January, 1907. 270

TO LET.

FROM 1ST MAY.

KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.
No. 3, CANTON VILLAS.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 1st April, 1908. 185

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent.

One ROOM with Verandah and Small Room on the Second-floor of No 8, Des Vœux Road Central, above our Office, Suitable for business premises or dwellings.

First Floor of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FERD. BORNEMANN.

Apply to—
DAVID SASSOON & Co. LTD.
Hongkong, 7th April, 1908. 96

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

HOUSES in Wong Nei Chong Road.

No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDING and No. 168, Des Vœux Road next to the HONGKONG HOTEL.

FLATS in MORSTON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1908 36

TO LET.

EITHER Side of the DOUGLAS WHARF.

Terms on Application to—
DOUGLAS LAPRAIK & CO.,
General Managers
DOUGLAS STEAMSHIP CO. LD.
Hongkong, 31st March, 1908. 637

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. [91

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 188

TO LET.

LARGE OFFICE ROOM on First Floor of No. 16, DES VŒUX ROAD.

Apply to— FERD. BORNEMANN,
No. 16, Des Vœux Road Central.
Hongkong, 23rd January, 1908. 144

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD CENTRAL, (formerly occupied by Messrs. SHEWAN, TOMES & Co.).

Apply to—
THE COMPRADORE DEPT.,
JARDINE, MATHESON & Co, LTD.,
Connaught Road Central.
Hongkong, 25th February, 1908. 299

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

No. 8, BELILIOS TERRACE, 1st Row Corner House.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).

OFFICES in Queen's Road Central.

BELILIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDDELL STREET Shop.

No. 2, DES VŒUX VILLAS (PEAK).

No. 57, PRAYA GRANDE, Macao.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 13th April, 1908. 189

TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to— TAM TSZ KONG,
Care of Hip On Insurance, Exchange and Loan Co., Ld., 42, Bonham Strand, West.
Hongkong, 1st October, 1907. 94

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODIOUS SHOP in Des Vœux Road Central, Hongkong. Immediate possession Moderate rentals.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 2nd April, 1908. 646

TO LET.

PARKSIDE, Kowloon, 7 Rooms. Immediate Possession.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 15th April, 1908. 718

TO LET.

NO. 4, BARROW TERRACE, Kowloon, Cheap Rental.

Apply to—
SPANISH PROCURATION.
Hongkong, 2nd April, 1908. 656

TO LET.

IMMEDIATE POSSESSION.

GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY.

Apply—
CHATER & MODY.
Hongkong, 24th March, 1908. 602

TO LET.

HOUSE in KENNEDY ROAD, Healthy Locality.

FOUR-ROOMED HOUSE in Morrison Hill Gap Road, Suitable for Married Couple with Small Family. Rents low.

EUROPEAN FLATS in "WILD DELL BUILDINGS." Rents low.

No. 9, "WILD DELL BUILDINGS" Large and Airy Godown within easy access of the water front.

Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 14th April, 1908. 700

TO LET.

ONE FOUR-ROOMED HOUSE at Praya East, near East Point.

Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 23rd March, 1908. 93

TO LET.

"FAIRVIEW," No. 1, Robinson Road, Hongkong, 6 big Rooms, nice view of harbour.

Apply to—
Messrs. J. ULLMANN & Co.,
34, Queen's Road.
Hongkong, 1st April, 1908. 382

TO LET.

NOS. 27, 31 and 33, SEYMOUR ROAD/ No. 31, CAINE ROAD.

Apply to—
SAM WANG CO., LTD.,
31, Queen's Road Central.
Hongkong, 22nd April, 1908. [90

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,
HEAD OFFICE—LONDON.

PAID-UP CAPITAL	£1,200,000
RESERVE FUND	£1,475,000
RESERVE LIABILITIES OF PROPRIETORS	£1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent
for 6 " 3½ "
for 3 " 2½ "

JOHN ARMSTRONG,
Manager.
Hongkong, 7th January, 1908. 115

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED "	1,125,000
PAID-UP "	562,000
RESERVE FUND	210,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:
For 12 months ... ... 4 per cent.
For 6 " ... ... 3½ per cent.
For 3 " ... ... 2½ per cent.

EVAN ORMISTON,
Manager.
Hongkong, 23rd April, 1908. 23

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP	Yen 24,000,000
RESERVE FUNDS	" 15,120,000

HEAD OFFICE — YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo	Kobe	Osaka
Nagasaki	London	Lyons
New York	San Francisco	Honolulu
Bombay	Shanghai	Hankow
Chefoo	Tientsin	Peking
Newchwang	Dalny	Port Arthur
Antung	Liaoyang	Mukden
Tieling	Chang Chun	

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months 5% per annum
" " " " 6 " 4% " "
" " " " 3 " 3% " "

TAKEO TAKAMICHI,
Manager.
Hongkong, 24th March 1908. 524

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND ... FL. 5,378,375 (£448,000)

HEAD-OFFICE: AMSTERDAM.
HEAD-AGENCY BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
On Fixed Deposits 12 months 4½% per annum.
" do. 6 do. 4% do.
" do. 3 do. 3½% do.

J. L. VAN HOUTEN, Agent.
Hongkong, 18th November, 1907 25

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—

KOENIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.
DIRECTION DER DISCONTO-GESELLSCHAFT
DEUTSCHE BANK
S. BLEICHROEDER
BERLINER HANDELS-GESELLSCHAFT
BANK FUER HANDEL UND INDUSTRIE
ROBERT WARSCHAUER & Co.
MENDELSSOHN & Co.
} Berlin.
M. A. VON ROTHSCHILD & SOEHNE
JACOB S. H. STERN
} Frankfurt a/M.
NORDDEUTSCHE BANK IN HAMBURG, Hamburg.
SAL. OPPENHEIM, JR., & Co., Koeln.
BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUENCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. 24

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK
ESTABLISHED 1863.

Authorised Capital	Fl. 15,000,000	(£1,250,000)
Subscribed Capital	Fl. 10,000,000	(Paid up)
Reserve Fund	Fl. 2,112,570.36	(£176,048)

HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya Samarang, Indramsjoo, Bandoeng and Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal Pecalongan, Macassar, Pontianak, Padang Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai.

BANKERS:
London: THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN.
Paris: COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
Berlin: DEUTSCHE BANK.
Brussels: BANQUE DE PARIS ET DES PAYS BAS.
Vienna: UNION BANK.
Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the Rate of 2% per annum on the Daily Balances.
On Fixed Deposit 12 months 4% per annum.
do. 6 do. 3½% do.
do. 3 do. 3% do.

C. WOLDRINGH Manager,
No. 16, Des Vœux Road Central.
Hongkong, 1st April, 1908. 26]

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER

CAPITAL SUBSCRIBED	Yen 5,000,000
CAPITAL PAID-UP	" 3,750,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Kobe	Tainan
Anping	Nagasaki	Tamsui
Foochow	Osaka	Tokio
Keelung	Shanghai	Yokohama
Swatow		

HONGKONG OFFICE:
3, DES VŒUX ROAD.
Interest allowed on Current Account Deposits received on terms which may be on application.

D. TOHDOW, Manager.
Hongkong, 5th April, 1907. 1750

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... ... Gold $3,250,000, = about Mex. $7,222,222
RESERVE FUND ... ... Gold $3,250,000, = about Mex. $7,222,222

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.
Branches and Agents all over the World

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED,
THE CAPITAL & COUNTIES BANK, LIMITED

BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
For 6 " 4 " "
For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong 8th April, 1908 752

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/= $15,000,000
SILVER $13,500,000
$28,500,000
RESERVE LIABILITY OF PROP'TORS $15,000,000

COURT OF DIRECTORS.
Hon. Mr. HENRY KESWICK,—Chairman.
E. GOETZ, Esq.—Deputy Chairman

E. G. Barrett, Esq.	E. Shellim, Esq
G. Friesland, Esq.	R. Shewan, Esq.
A. Fuchs Esq.	H. A. W. Slade, Esq.
C. S. Gubbay, Esq.	H. E. Tomkins, Esq.
C. B. Lenemann, Esq.	

CHIEF MANAGER
Hongkong—J. R. M. SMITH

MANAGER
Shanghai—W. ADAMS GRAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager
Hongkong, 23rd April 1908 20

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application

INTEREST on deposits is allowed at 3½ Per Cent. per annum.

Depositors may transfer at their option balances $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January 1907. 21

HOW MARK TWAIN WROTE "INNOCENTS ABROAD."

Senator Stewart, in the course of some "Recollections," seems to be competing with Mark Twain on the humorist's own ground. Incidentally it might be that an old sore is here adjusted, or at least the narrative bears the implications of such a purpose. It looks like the belated opportunity of the Senator to get even with Mark Twain.

Along with some diverting accounts of the irresponsible fun-maker, we hear how the "Innocents Abroad" came to be written. The story is told in "The Saturday Evening Post" (Philadelphia) and deals with the year 1867, when Samuel Clemens was serving as private secretary to the Nevada Senator. The latter describes his renewed acquaintance with Clemens in these words:

"I was seated at my window one morning when a man slouched into the room. He was arrayed in a seedy suit, which hung upon his lean frame in bunches, with no style worth mentioning. A sheaf of scraggly, black hair leaked out of a battered, old, slouch hat, like stuffing from an ancient Colonial sofa, and an evil-smelling cigar-butt, very much frazzled, protruded from the corner of his mouth. He had a very sinister appearance. He was a man I had known around the Nevada mining-camps several years before, and his name was Samuel L. Clemens."

The Senator pauses to recall that he first knew his visitor as a reporter on "The Territorial Enterprise" (Virginia City). "He went around putting things in the paper about people and stirring upon trouble." His excuse generally, was that the thing he wrote was humorous and that was why he wrote it—not because it was

"Clemens had a great habit of making fun of young fellows and the girls, and wrote malicious pieces about parties and other social affairs to which he was never invited." The narrative continues:

After a while he went over to Carson City and stirred up the people over there and got them down on him. I thought he had killed himself in our midst forever, but he drifted back to Virginia City in a few weeks. The people there and said they would give a free benefit to Clemens to it, and make him a kind, respectable, and decent, and feeling, generous, and considerate of the other players. I could have warned them,

"Clemens came with them to that party and danced and enjoyed girls, and monopolized them, then shovelled, and made a good meal, and then sat down and wrote to "The Enterprise" office that party whole thing up. He lambasted them all, and the English language would not be enough to describe the guests were unfortunate in having a wart on their nose, or have big feet, or a squint. He fairly straddled them. Clemens did not forget it.

"Of course, memory.

They decided that the boys angry, and that ran from town. Then was a stage coach Clemens was a passenger to Virginia City, and the boys lay in wait for him on it one night. The coach by a lonely spot then the stage lumbered to a halt, and turned it upside down, and upset Clemens out and trampled him down, and dragged him and broke up his portmanteau into a canon, and piled on top of him, and threw that in.

He was the scared

Mississippi; but the next day west of the Mississippi back to town, and it was when he crawled out safe, he began to swell up, and light, and he was bragging about it pretty soon and by he began to colour how escape. By that he had overlooked at and add details out that he had been in until he made operate stage-robberies in the most desperate West, and it was a pretty story of the couldn't lug that one into story that he neck, sort of casually."

After that Clemens "drifted" and the Senator records that he thought erstwhile acquaintance "had been hanged elected to Congress or something like that." But when the persecuting newspaper reporter slouched into the Senator's room in Washington that dignitary said: "If you put anything in the paper about me I'll sue you for." The account proceeds in the writer's words:

"He waved the suggestion with easy familiarity. Said Clemens: 'Sir, I've come to see you on important business. I am just back from the Holy Land.'

"Said I, looking him over: 'That mean thing to say of the Holy Land when it isn't here to defend itself. But, may be didn't get all the advantages. You ought to go back and take a postgraduate course. Did you walk home?'

"Said Clemens not at all ruffled: 'I have a proposition. There's millions in it. All need is a little cash stake. I have been to the Holy Land with a party of innocent and estimable people who are fairly aching to be written about, and I think I could do the job neatly and with dispatch if I were not troubled with other—more pressing—considerations. I've started the book already, and it is a wonder. I can vouch for it.'

'I said I: 'Let me see the manuscript.'

"He pulled a dozen sheets or so from his pocket and handed them to me. I read what he had written and I saw that it was bully.

'Said I: 'I'll appoint you my clerk in the Senate, and you can live on the salary. There's a little hall bedroom across the way where you can sleep and you can write your book in here. Help yourself to the whisky and cigars and make yourself at home.'

"He accepted all of my invitations in the modest and unassuming manner for which he had been noted in Nevada, and became a member of my family, and my clerk."

The Senator's train of recollections deflects to the story of the persecution the new board of subjected the landlady to. She was a Miss Virginia Wells, a prim Virginia spinster of seventy who had lost everything in the war and as many of her fellow sufferers of the South were doing, she sought to recoup her fortunes in the boarding-house business in Washington. Her timid nature shrank from Clemens and he found "amusement" in devising ways of causing her fear and trepidation. For example, he would lurch through the corridors, "pretending to be intoxicated, and would throw her into a fit about six times a day." Then he took to smoking in bed at night, and threw her into a panic. The ladye came to Senator Stewart with complaintes.

"She said: 'Senator, if you don't ask that friend of yours to leave I shall have to give up my lodging-house, and what will become of me then? He smokes cigars in bed all night, and has ruined my best sheets, and I expect to be burned out any time. I've been on the alert now for three weeks, but I can't keep it up much longer, I need sleep.'

"I told her to leave the room, and I called Clemens.

"I said: 'If you don't stop annoying this little lady I'll give you a sound thrashing—I'll wait till that book's finished. I don't want to interfere with literature. I'll thrash you after it's finished.'

"He blew some smoke in my face. Said he: 'You are mighty unreasonable.'

"I thought he would behave himself after that. But one day, a week later, Miss Virginia staggered into my room again, in a flood of tears.

"She said: 'Senator, that man will kill me. I can't stand it. If he doesn't go I'll have to ask you to give up your rooms, and the Lord knows whether I'll be able to rent them again.'

"This filled me with alarm. I was very comfortable where I was. I sent her away kindly, and called Clemens.

"Said I: 'You have got to stop this foolishness. If you don't stop annoying this little lady I'll amend my former resolution and give you that thrashing right here and now. Then I'll send you to the hospital, and pay your expenses and bring you back, and you can finish your book upholstered in bandages.'

"He saw that I meant business. He said:

"'All right, I'll give up my amusements; but I'll get even with you.'

"He did. When he wrote 'Roughing It' he said I had cheated him out out of some mining stock, or something like that, and that he had given me a sound thrashing, and he printed a picture of me in the book with a patch over one eye.

"Clemens remained with me for some time. He wrote his book in my room, and named it 'The Innocents Abroad.' I was confident that he would come to no good end, but I have heard of him from time to time since then, and I understand that he has settled down and become respectable."

SHIPBUILDING CRISIS.

Towards the end of last month a London contemporary reported as follows:—

The engineers' strike on the North East Coast has entered on a new phase. The men having rejected the recent proposals made by Mr. Lloyd-George, the employers now revert to their attitude before the strike.

To clear up any misconception as to the position of affairs before the strike began, it may be explained that twenty-two trades out of twenty-five employed in the engine shops accepted a reduction, and the trades with whom a settlement was not effected were the Amalgamated Society of Engineers, the Steam Engine Makers' Society, and the United Machine Workers' Association. The employers asked for a reduction of 2½ per cent. off piece rates, 1s per week off time rates of 26s and over, 6d per week off time rates of 22s and under 26s, men under 22s. but over 20s to be reduced if they were advanced in February, 1906, and men at 20s and under not to be reduced. These were the terms offered to the engineers before going on strike, and which had to take effect on or before February 18th. The men must now either accept the employers' terms or continue on strike.

The non-society engineers on strike have communicated with the employers with a view to making terms for returning to work. On Saturday arrangements were considered by the men's committee for holding a mass meeting to-day, when statements will be made as to the recommended resumption of work. The committee of the Newcastle and District Non-Society Engineers have since announced that their executive have definitely settled the terms upon which the men who are members on the books of their organisation will return to work on Thursday next.

Mr. Geoge N. Barnes, M.P. (general secretary of the Amalgamated Society of Engineers) made an important statement on Saturday at a meeting of the pattern-makers in London with regard to the dispute, when he strongly criticised the attitude of the members of the society in the north-east district who had refused to avail themselves of the compromise suggested. The recent adverse vote, he said, had raised issues even more important than the settlement of the strike. He believed that the men had been wrongly advised in voting as they did. (Hear, hear.) The chances of success of a strike were far less than the chances of a successful issue of the dispute by arbitration, because the terms arrived at contained special provision for the arbitrator to take a retrospective view of the situation as well as a comparative view of wages in the shipbuilding and other engineering centres. A settlement in that event would therefore have been on considerations far more favourable than those which must deter one in the matter of a strike, which would have the additional disadvantage of having to be fought on a falling market. But apart altogether from the bearing of the vote on this particular dispute, it raised the question of the effectiveness of trade unions as agencies on behalf of labour. Hitherto bargaining had been possible, because of the confidence reposed in the union representative. This vote had gone largely to destroy that feeling of confidence, and in future employers might well say that it would be useless to make bargains even of a tentative character, with the representatives of the men, because, as it might be averred, the men would place no trust in such representatives. It had been said that intervention should have been declined, or that if accepted the Board of Trade should have been referred to the local representatives. To both of these propositions he demurred. (Hear, hear.) The Board of Trade although not armed with statutory powers to enforce decisions, yet was armed with a great moral weapon, which Mr. Lloyd-George had courageously used on behalf of the community. No union either of employers or employed could afford to flout the Board of Trade. (Cheers.) He dissented from the view that the Board of Trade should have been referred to the locality, because as a matter of fact the locality, however important a section of the society it might be, was, after all, only a section, and when involved in a local trouble was dependent on other localities for the sinews of war. (Hear, hear.) He, along with the executive of the society, represented all sections of the organisation—those not engaged in the dispute as well as those who were engaged in the dispute. They were the custodians of the interests of all those who contributed to the funds. They were therefore the proper persons to treat with the Board of Trade on behalf of any section of the society; but while they claimed—and he submitted claimed with justice—(hear, hear)—to treat on behalf of a section, everything possible had been done to get information and advice from the representatives of the district at all stages of the negotiations. Everything, he believed had been done which could have been done on behalf of the men, and it now remained for the society itself as a whole to say what the next step should be. He, for his part, had no hesitation in saying that it was an absurd and illogical position for a section of the society to be able to draw at will, and without check, from the funds of the society as a whole—(hear, hear)—and in spite of the duly accredited representations of the society as a whole. He appealed for the support of his hearers for the executive authority in any steps which they might find it necessary to take. (Cheers.)

The next important business relative to the strike of shipwrights, joiners, and others will be discussed at Edinburgh on Wednesday, when there will be a conference between representives of the National Federation of Shipbuilders and the men's unions. With reference to the shipwrights' and joiners' strike at the graving docks, there is still a question to be settled regarding the joiners' work. The shipwrights have come to terms with the dock employers, and if the difficulty with the joiners could be solved there would be no reason why work should not be immediately resumed.

PARIS BEAUTIFUL.

£20,000,000 IMPROVEMENT SCHEME.

If the scheme which M. de Selves, Prefect of the Seine, has just submitted to the Paris Municipal Council be approved, a sum of £20,000,000 will be devoted to the further beautifying of the city.

Amongst the improvements contemplated are the pulling down of numerous old and insanitary quarters of the city, which are now so many hotbeds of consumption. Several new boulevards and streets are to be created, while others are to be widened or prolonged. The principal municipal and other public buildings are down for extensive repairs. Open spaces are to be created round the Central Market, the Conservatoire des Arts et Métiers, the Musée Carnavalet, and the Père la Chaise Cemetery.

It is a gigantic enterprise. The Prefect confesses that the chief object is the lessening of the death rate from tuberculosis, which is alarmingly high in Paris at the moment, and he says he feels sure that this is the best way of accomplishing his purpose.

What makes the scheme so peculiarly attractive to the citizens is that, so far as extra taxation is concerned, it will cost nothing. To carry out this immense public work, all the Prefect asks is that the sinking fund, instituted for the redemption of the municipal loans of 1865 and 1869, may be permitted to remain in existence until 1945. The loans themselves are redeemable in 1910 and 1929 respectively.

If the sinking funds were maintained until the date suggested, the sum of £24,920,000 would be realised.

INSURANCES

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. C. T. Fuller, Shanghai
Astraea, 2nd class cruiser 4360 tons, 10 guns, 7000 i.h.p., Captain F. E. C. Ryan, Hongkong
Bedford, British cruiser, Capt. S. E. Erskine, R.N., Hongkong
Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.-Comdr. Hon. R. O. D. Bridgeman, S'hai
Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. F. B. Noble, Shanghai
Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Shanghai
Clio, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Shanghai
Fame, torpedo-boat destroyer, 310 tons, 5 guns, 5700 h.p., Lieut-Comdr. Gresson, Shanghai
Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p., Capt. Roland Nugent, Shanghai
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. W. H. Darwall, Hongkong
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Dickens, Hongkong
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3000 h.p., Lt.-Comdr. C. A. Fremantle, Hongkong
Kent, armoured, 9800, tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Hongkong
King Alfred, British cruiser, Flag ship of Vice Admiral the Hon. Sir Hedworth Lambton, Commander in Chief, 14100 tons, Capt. L. Clinton-Baker, Hongkong
Kinsha, river gunboat, 616 tons, Lieut.-Comdr. Sidney H. Tennyson, Yangtsze
Merlin, surveying ship, 1090, tons, 6 guns, 1400 i.h.p. Comdr. F. H. Walter, Hongkong
Monmouth, cruiser, 9800 tons, Capt. G. W. Smith, Mirs Bay
Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. C. C. Walcott, Hongkong
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. R. S. Roy, R.N., Shanghai
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6300 i.h.p., Paid off
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. A. A. Mellin, West River
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. R. Tickell, West River
Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieut-Comdr. Alan Dixon, Yangtsze
Taku, torpedo boat destroyer, Scan. Strath, Hongkong
Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfre, Yangtsze
Thistle, gunboat, 710 tons 900 h.p., Lieut. Comdr. H. T. Attlay, Shanghai
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut-Comdr. Stevenson, Shanghai
Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. H. P. Douglas, Singapore
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.h., Lieut.-Comdr. J. Kiddle, Hongkong
Widgeon, gunboat 195, tons, 2 guns, 800 h.p Lt-Comdr. John F. Knox, Yangtsze
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. H. R. V. Cottrell Dormer, Yangtsze
Woodlark gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. G. R. Livingstone, Yangtsze

SHIPPING.

ARRIVALS.

CHOSHUN MARU, Japanese str., 1,304, T. Fusono, 23rd April—Foochow 21st April—Osaka Shosen Kaisha.
MANICA, British str., 2,846, Gow, 23rd April—Moji 28th April, Coal—Mitsui Bussan Kaisha.
SINGAN, British str., 1,047, F. Jamieson, 23rd April—Haiphong and Hoihow 20th April, Rice and Live Stock—Butterfield & Swire.
TOONAN, Chinese str., 942, Crawford, 23rd April—Shanghai and Swatow 22nd April, General—Chinese.
TRIUMPH, German str., 1,762, Hansen, 23rd April—Haiphong and Hoihow 22nd April, General—Jebsen & Co.
VICTORIA, Swedish str., 989, J. A. Hollberg, 23rd April—Karatsu 17th April, Coal—Wallem & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
23rd April.

Kowloon, German str., for Nagasaki.
Kweilin, British str., for Ningpo.
Pheumpoh, British str., for Saigon.
Prinz Waldemar, German str., for Sydney.
Shantung, British str., for Hongay.

DEPARTURES.

22nd April.

HAICHING, British str., for Coast Ports.
HOPSANG, British str., for Canton.
KIUKIANG, British str., for Canton.
TAIKOSAN MARU, Jap. str., for Kuchinotzu.
YOCHOW, British str., for Shanghai.

23rd April.

AMIRAL DUPERRE, French str., for Shanghai.
AMIGO, German str., for Hoihow.
BENAVON, British str., for Nagasaki.
CALLAO, American gunboat, for Shanghai.
CONCORD, American gunboat, for Shanghai.
CHINGTU, British str., for Kobe.
DAKOTAH, British str., for Haiphong.
DENVER, American cruiser, for Shanghai.
HANOI, French str., for K. C. Wan.
HELENA, American gunboat, for Shanghai.
HUICHOW, British str., for Canton.
KWANGTAH, Chinese str., for Canton.
MACHAON, British str., for Shanghai.
RAINBOW, American gunboat, for Shanghai.
RAJAH, German str., for Bangkok.
RUBI, British str., for Manila.
TJILIWONG, Dutch str., for Yokohama.
WAKAMATSU MARU, Jap. str., for Chinkiang.

SHIPPING REPORTS.

The British str *Singan* reports: Light winds, fine and clear.

VESSELS IN DOCK.

April 23rd.

ABERDEEN DOCKS.—
KOWLOON DOCKS—*Sorsogon*, *Chantaboon*, H.M.S. *King Alfred*, H.M.S. *Hart*, *Haiphong*.
COSMOPOLITAN DOCKS.—*Landrat Scheiff*.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above TO-MORROW, the 25th April at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stowardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 31st March, 1908. 639

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain J. G. Olifent, will be despatched for the above Ports TO-MORROW, the 25th inst., at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LTD.,
Agents.
Hongkong, 22nd April, 1908. 743

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports on SUNDAY, the 26th April, at 10 A.M.

For Freight or Passage apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 23rd April, 1908. 755

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

† S.S. "SIKH" ... ... 28th April.
S.S. "SATSUMA" ... ... 9th May.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 24th April, 1908. 522

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"LANDRAT SCHEIFF,"

Captain H. Grandt, will be despatched for the above Ports VIA MOJI, JAPAN, on SATURDAY, the 2nd May, at 5 P.M.

For Freight or Passage, apply to
CHINA COMMERCIAL S.S. Co., LTD.,
Hotel Mansions.
Hongkong, 24th April, 1908. 677

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE &c.	PERA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	To-morrow, at 4 P.M.
LONDON &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 2nd May, at Noon.
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—		SHEWAN TOMES & Co.	About 15th May.
HAVRE, ROTTRDAM & HAMBURG &c.	LIBERIA	Ger. str.	k. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE, LONDON & ANTWERP VIA SUEZ CANAL	GLENTURRET	Brit. str.	—	R. Webster	MCGREGOR BROS. & GOW	On 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 10th May.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 24th May.
MARSEILLES, &c., VIA PORTS OF CALL	ARMAND BEHIC	Fr. str.	—	Guionnet	MESSAGERIES MARITIMES	On 28th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	INABA MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 29th inst., at D'light
MARSEILLES, LONDON, & ANTWERP VIA SINGAPORE &c	KAMAKURA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 13th May, at D'light
MARSEILLES, HAVRE & COPENHAGEN	INDIEN	Dan. str.	—		MELCHERS & Co.	Beginning of May.
NAPLES, GENOA, ALGIERS GIBRALTAR &c.	YORCK	Ger. str.	—	J. Randermann	MELCHERS & Co.	On 6th May, at Noon.
ODESSA	VORONEJ	Rus. str.	—		MELCHERS & Co.	About end of June.
NEW YORK VIA SUEZ CANAL	LOWTHER CASTLE	Am. str.	—		SHEWAN, TOMES & Co.	About 31st May.
BOSTON & NEW YORK	SIKH	Brit. str.	—		DODWELL & Co., LTD.	On 28th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 7th May, at P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	GLENFARG	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 20th May, at Noon.
VICTORIA, B.C., & SEATTLE, WASH., &c.	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE, WASH., &c.	TANGO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 12th May, at 4 P.M.
VICTORIA B.C. & TACOMA VIA JAPAN	KUMERIC	Am. str.	—	Cowley	DODWELL & Co., LTD.	On 14th May.
SAN FRANCISCO VIA PORTS	CLAN MACMILLAN	Brit. str.	1 m.		SHEWAN, TOMES & Co.	On 7th May.
CALLAO AND IQUIQUE, VIA JAPAN PORTS. &c.	KASATO MARU	Jap. str.	—	D. Mori	TOYO KISEN KAISHA	Quick despatch.
SALINA CRUZ, MEXICO VIA MOJI & JAPAN	LANDRAT SCHEIFF	Ger. str.	—	H. Grandt	CHINA COMMERCIAL S.S. Co.	On 2nd May, at 5 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN	EMPIRE	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	CHINGTU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 11th May, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th May, at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 12th June, at Noon
MOJI	HOPSANG	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & Co., LD.	On 1st May, at 4 P.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	About 1st May.
KOBE	HAKATA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 9th May, at D'light
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 13th May, at Noon
JAPAN	TJIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LIJN	Quick despatch.
TSINGTAU, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	CHOSHIN MARU	Jap. str.	—	Y. Fusono	OSAKA SHOSEN KAISHA	To-morrow, at 9 A.M.
SHANGHAI, YOKOHAMA & KOBE	BRISGAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	CANTON	Swed. str.	—		MELCHERS & Co.	To-morrow.
SHANGHAI	KIUKIANG	Brit. str.	1 m.	H. A. Wall	BUTTERFIELD & SWIRE	To-morrow, at 4
SHANGHAI, KOBE & YOKOHAMA	YARRA	French str.	—	Sellier	MESSAGERIES MARITIMES	About 27th inst.
SHANGHAI VIA SWATOW	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	On 28th inst., at
SHANGHAI	WINGSANG	Brit. str.		H. G. Walker	JARDINE, MATHESON & Co. LD.	On 29th inst.,
SHANGHAI	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	About 30th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 1st May,
SHANGHAI, YOKOHAMA & KOBE	SCANDIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 6th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	About 6th
SHANGHAI	TJIPANAS	Dut. str.	—	Pander	JAVA-CHINA-JAPAN LIJN	Quick despatch.
AMOY	TJIMAHI	Dut. str.	—	de Brouwers	JAVA-CHINA-JAPAN LIJN	Quick despatch.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSEN KAISHA	On 26th inst.
FOOCHOW VIA SWATOW, & AMOY	SOSHU MARU	Jap. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h	J. S. Roach	DOUGLAS LAPRAIK & Co.	On 26th, at 9 A.M.
HOIHOW & HAIPHONG	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 26th, 3 P.M.
MANILA	LOONGSANG	Brit. str.	—		JARDINE, MATHESON & Co., LD.	To-morrow at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 28 at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., LD	On 1st at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	Rodger	SHEWAN TOMES & Co.	On 2nd, at Noon.
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On May.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	Mint.
BOMBAY VIA SINGAPORE & COLOMBO	YETOROFU MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	Now, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	—	J. G. Olifent	DAVID SASSOON & Co., LTD.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., LD.	Despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIBODAS	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LIJN	

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PERA, Capt. W. W. Cooke, R.N.R.	4 P.M., 25th April	Freight only.
SHANGHAI	DELTA, Capt. C. L. Daniel	About 30th April	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA, Capt. T. H. Hide, R.N.R.	Noon, 2nd May	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 24th April, 1908. 1

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI	† "KIUKIANG"	On 25th April, 4 P.M.
HOIHOW and HAIPHONG	* "SINGAN"	On 26th April, 9 A.M.
TSINGTAU, CHEFOO & TIENTSIN	† "HUICHOW"	On 28th April, 4 P.M.
MANILA	* "TAMING"	On 28th April, 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE ADELAIDE, and PERTH	* ‡ "CHINGTU"	On 11th May, 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd April, 1908. 11

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
YOKOHAMA & KOBE	"PRINZ SIGISMUND", Capt. D. LENZ	About Friday, 1st May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"YORCK", Capt. J. RANDERMANN	Wed'day, 6th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW", Capt. H. FORMES	About Wed'day, 6th May.
KUDAT & SANDAKAN	"BORNEO", Capt. F. SEMBILL	Middle of May.

For further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd April, 1908. 5

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
† FOOCHOW VIA SWATOW and AMOY	"SOSHU MARU", Capt. T. SURUGA	FRIDAY, 24th April, at 9 A.M.
‡* SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"CHOSHUN MARU", Capt. Y. FUJENO	SATURDAY, 25th April, at 9 A.M.
† TAMSUI VIA SWATOW AND AMOY.	"DAIJIN MARU", Capt. I. SAKURAI	SUNDAY, 26th April, at 10 A.M.

‡ This newly built steamer has made her maiden trip and arrived here from Japan.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd April, 1908. T. ARIMA, Manager. 13

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI YOKOHAMA & KOBE: S.S. BRISGAVIA ... 25th April.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA ... ... 6th May

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA ... 14th May

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 25th May

HOMEWARD.

FOR HAVRE ROTTERDAM & HAMBURG: S.S. LIBERIA ... ... 27th April

FOR HAVRE & HAMBURG: S.S. SILESIA ... ... 10th May

FOR HAVRE & HAMBURG: S.S. SENEGAMBIA ... 24th May

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 23rd April, 1908 12

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	Second half of April	JAVA	Second half of April
TJIMAHI	JAVA	Second half of April	AMOY	First half of May
TJIPANAS	JAVA	First half of May	SHANGHAI	First half of May
TJIKINI	JAVA	First half of May	JAPAN	First half of May
TJILATJAP	JAVA	Second half of May	SHANGHAI	Second half of May
TJILIWONG	JAPAN	Second half of May	JAVA	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 22nd April, 1908. 18

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMES	TO SAIL.
* MANILA	"LOONGSANG"	Saturday, 25th April, 3 P.M.
† SHANGHAI VIA SWATOW	"KWONGSANG"	Tuesday, 28th April, Noon.
† SHANGHAI	"WINGSANG"	Wed'day, 29th April, 4 P.M.
*† SH'HAI, YOKOHAMA, KOBE MOJI	"KUTSANG"	Friday, 1st May, D'light.
* SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 1st May, 3 P.M.
* MANILA	"YUENSANG"	Friday, 1st May, 4 P.M.
MOJI	"HOPSANG"	Friday, 1st May, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 24th April, 1908. 16

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	INABA MARU, Capt. Wm Bainbridge, Tons 6189	WED'DAY, 29th April, at Daylght.
	KAMAKURA MARU, Capt. H. Fraser, Tons 6126	WED'DAY, 13th May, at Daylight
VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE and YOKOHAMA	§ SHINANO MARU, Capt. K. Kawaru, Tons 6388	TUESDAY, 28th April, at 4 P.M.
	§ TANGO MARU, Capt. F. E. Cope, Tons 7463	TUESDAY, 12th May, at 4 P.M
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Capt. N. Mathieson, Tons 5076	FRIDAY, 15th May, at Noon.
	YAWATA MARU, Capt. K. Homma, Tons 3817	FRIDAY, 12th June, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	‡ YETOROFU MARU, Capt. K. Sato, Tons 3949	TUESDAY, 28th April.
KOBE	HAKATA MARU, Capt. T. Murai, Tons 6161	SATURDAY, 9th May, at Daylight.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. K. Homma, Tons 3817	WED'DAY, 13th May, at Noon.

§ Calling at Shimidzu.

‡ Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 22nd April, 1908. 3:6

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"YARRA", Capt. Sellier	About 27th April.
MARSEILLES VIA PORTS	"ARMAND BEHIC", Capt. Guionnet	On 28th April, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS", Capt. Girard	On 11th May, P.M.
MARSEILLES, VIA PORTS	"AUSTRALIEN", Capt. Verron	On 12th May, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

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J. MILLET,
Agent,
Queen's Building. 2

Hongkong, 22nd April, 1908.

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Taku	Yochow	Samshui
Newchwang	Shasi	Kongmoon
Tairen	Ichang	Nanning
Port Arthur	Chungking	Wuchowfu
Chefoo	Hangchow	Kwangchauwan
Weihaiwei	Ningpo	Pakhoi
Kiaochau	Wenchow	Hoihow
Tsinanfu	Santu	Lungchow
Mukden	Foochow	Mongtze
Shanghai	Amoy	Hokow
Soochow	Swatow	Szemao
Chinkiang		

JAPAN AND FORMOSA

Tokyo	Osaka	Keelung
Yokohama	Moji	Tainanfu
Hyogo	Nagasaki	Takow
Kobe	Hakodate	Anping
Shimonoseki	Tamsui	

EASTERN SIBERIA

Vladivostock Nicojewsk

COREA

Seoul	Wonsan	Mokpo
Chemulpo	Fusan	Chinnampo
Kunsan	Pingyang	Songchin
	Masampo.	

HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA:

Hanoi	Annam	Tourane
Haiphong	Hue	Saigon
Tonkin Provinces	Quinhon	Cambodge

PHILIPPINES

Manila	Iloilo	Cebu

BORNEO

Sarawak	Labuan	British N. Borneo

BANGKOK

STRAITS SETTLEMENTS

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Pahang	Jelebu	Perak

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Buitenzorg	Sourabaia	Macassar

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The PROTESTANT MISSIONARIES, IN CHINA, JAPAN AND COREA are arranged in a special separate list.

THE MAPS AND PLANS have been engraved by one of the most eminent Firms in Great Britain and are corrected and bought up to date. They consist this year of fourteen of the following:—

COLORED PLATE OF FLAGS OF FOREIGN HONGS
MAP OF THE FAR EAST
PLAN OF YOKOHAMA
PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN
PLAN OF TSINGTAU (KIAOCHAU)
PLAN OF FOREIGN CONCESSION, SHANGHAI;
PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF THE PEAK
PLAN OF NEW TERRITORY (KOWLOON)
PLAN OF KOWLOON
PLAN OF MANILA
PLAN OF SAIGON
PLAN OF SINGAPORE
PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:—

TREATIES WITH CHINA

Great Britain:—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France:—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States:—Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany:—Tientsin, 1861; Peking, 1880; Kiaochau Convention, 1898; Railway and Mining Concession, 1898.

Japan:—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports 1896. Supplementary Commercial, 1903

Russia:—S. Petersburg, 1891; Russian Land Trade, 1881.

Portugal, 1888; Commercial Treat, 1094.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention 1895 Russia, Agreements as to Corea; United States, Extradition Treaty, 1886; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876; Japan, 1905. United States, 1882; Great Britain, 1895.

TREATIES WITH SIAM.

Great Britain, 1856 and 1899 France, 1893 and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention 1899.

CUSTOMS TARIFFS
TRADE REGULATIONS

China, Japan, Siam, Corea.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam. Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement, Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court-Fees; Rules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong Licences Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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It is published at the Office of the *Hongkong Daily Press*, and can be had from, and Advertisements sent through the principal Booksellers in Asia and through:—

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AGENTS

SIEMSSEN & CO.,
HONGKONG.

POST OFFICE NOTICE

The *Yarra*, with the French mail of the 27th ult. will leave Saigon to-day, the 24th instant, at 7 a.m., and may be expected here on or about Monday, the 27th instant, at daylight. This packet brings replies to letters despatched from Hongkong on the 22nd Feb.

FOR	PER	DATE
Swatow, Amoy and Foochow	*Soshu Maru*	Friday, 24th, 8.00 A.M.
Saigon	*Pheum Penh*	Friday, 24th, 9.00 A.M.
Macao	*Sui Tai*	Friday, 24th, 1.15 P.M.
Hoihow and Pakhoi	*Jacob Diederichsen*	Friday, 24th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	*Choshun Maru*	Saturday, 25th, 8.00 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	*Empire*	Saturday, 25th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	*China*	Saturday, 25th. Printed Matter and Samples ..... 10.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon, B.C. ..... 10.00 A.M. No late fee. Letters ..... 11.00 A.M.
Macao	*Sui Tai*	Saturday, 25th, 1.15 P.M.
Singapore, Penang and Calcutta	*Japan*	Saturday, 25th, 2.00 P.M.
Manila	*Loongsang*	Saturday, 25th, 2.00 P.M.
Singapore, Penang and Colombo	*Pera*	Saturday, 25th, 3.00 P.M.
Shanghai	*Kiukiang*	Saturday, 25th, 3.00 P.M.
Hoihow and Haiphong	*Singan*	Saturday, 25th, 5.00 P.M.
Swatow, Amoy and Foochow	*Haitan*	Sunday, 26th, 9.00 A.M.
Swatow, Amoy and Tamsui	*Daijin Maru*	Sunday, 26th, 9.00 A.M.
Saigon	*Ningchow*	Monday, 27th, 11.00 A.M.
Moji, Yokohama and Portland	*Numantia*	Monday, 27th, 11.00 A.M.
Swatow and Shanghai	*Kwongsang*	Tuesday, 28th, 10.00 A.M.
Manila	*Sikh*	Tuesday, 28th, 10.00 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*Armand Behic*	Tuesday, 28th, Printed Matter and Samples ..... 10.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents up to 10.45 A.M.) Registration, Kowloon B.C. ..... 10.00 A.M. No late fee. Letters ..... 11.00 A.M.
Tsingtau, Chefoo and Tientsin	*Huichow*	Tuesday, 28th, 3.00 P.M.
Manila	*Taming*	Tuesday, 28th, 3.00 P.M.

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BEST FOR THE CLUB.
BEST FOR THE HOME.
BEST FOR THE SICK ROOM.

SAYER'S THREE STARS BRANDY.

SOLE AGENTS:

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

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TO-MORROW.

Ordinary Annual Meeting of Green Island Cement Co., Ltd., at General Managers' Office, 11 a.m.

Half-yearly Meeting of Hongkong Jockey Club, at Club's Office, 12.30 p.m.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

April 23rd.

ON LONDON.—	
Telegraphic Transfer	1/10 1/8
Bank Bills, on demand	1 10½
Bank Bills, at 30 days' sight	1 10 1/8
Bank Bills, at 4 months' sight	1 10½
Credits, at 4 months' sight	1 10⅝
Documentary Bills 4 months' sight	1/10⅞
ON PARIS.—	
Bank Bills, on demand	233
Credits, at 4 months' sight	238
ON GERMANY.—	
on demand	189½
ON NEW YORK.—	
Bank Bills, on demand	45¼
Credits, at 60 days' sight	46¼
ON BOMBAY.—	
Telegraphic Transfer	139¾
Bank, on demand	140¼
ON CALCUTTA.—	
Telegraphic Transfer	139¾
Bank, on demand	140¼
ON SHANGHAI.—	
Bank, at sight	74½
Private, 30 days' sight	75½
ON YOKOHAMA.—On demand	90¾
ON MANILA.—On demand—Pesos	91
ON SINGAPORE.—On demand	24½ p.c. pm.
ON BATAVIA.—On demand	111⅝
ON HAIPHONG.—On demand	7 p.c. pm.
ON SAIGON.—On demand	6¾ p.c. pm.
ON BANGKOK.—On demand	78½
SOVEREIGNS, Bank's Buying Rate	$10.60
GOLD LEAF, 100 fine, per tael	$55.60
BAR SILVER, per oz.	25 5/16

SUBSIDIARY COINS.

			per cent.	
Chinese	20 cents pieces		$8.55	discount.
"	10 " "		8.85	"
Hongkong	20 " "		8.15	"
"	10 " "		8.40	"

OPIUM.

April 23rd.

Quotations are:—

Malwa New	$950	per picul.
Malwa Old	$970	"
Malwa Older	$1000	"
Malwa V. Old	$1050	"
Persian fine quality	$800	"
Persian extra fine	$880	"
Patna New	$1110	per chest.
Patna Old	—	"
Benares New	$1075	"
Benares Old	—	"

VESSELS EXPECTED.

THE INDIAN MAIL.

The Indo-China str. *Kutsang* from Calcutta and the Straits left Singapore for this port on the 21st inst. afternoon, and may be expected here on or about 26th inst.

The Indo-China str. *Onsang* left Calcutta for this port via the Straits on the 12th inst., and may be expected here on or about 29th inst.

The Indo-China str. *Kumsang* left Calcutta for this port via the Straits on 16th inst., and may be expected here on or about 1st prox.

THE FRENCH MAIL.

The M.M. str. *Yarra* with the French Mail of the 29th ult. and Mails from London of the 28th ult. will leave Saigon on Friday, the 24th inst. at 7 a.m., and may be expected to arrive here on Monday morning, the 27th inst., and will leave for Shanghai and Japan on the same afternoon.

THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru* sailed from Yokohama on the 19th inst., and is due to arrive in Hongkong via Kobe, Nagasaki and Manila May 1st.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on Thursday, the 9th inst. at 10 p.m., and may be expected here on or about Saturday, the 2nd prox.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* left Vancouver for Hongkong, via usual ports of call at p.m. on the 15th inst.

MERCHANT STEAMERS.

The H.A.L. str. *Brisgravia* left Singapore on the 18th a.m., and may be expected here to-day a.m.

The P. & O. str. *Sumatra* left Singapore for this port on the 18th inst. at 6 p.m.

The E. & A. str. *Eastern* from Sydney, &c., left Port Darwin on the 20th inst. for Manila and this port.

PASSENGERS.

ARRIVED.

Per *Singan*, from Haiphong, &c., Mr F. Jones.

DEPARTED.

Per *Rubi*, for Manila, Mr and Mrs C. D. Buck, and Mr T. P. Morley.

Per *P. R. Luitpold*, for Hamburg, &c., Mr and Mrs D. ter Brugge, Mr and Mrs E. Coppage and baby, Mr and Mrs H. J. van Eugelenburg, Mr and Mrs Gibbs, Mr and Mrs A. C. Hazenberg, Mr and Mrs A. Jackson, Mr and Mrs Geheimrat Krueger, Mr and Mrs McLean, Mr and Mrs C. E. Liesker and children, Mr and Mrs Naezer, Mr and Mrs Stewart and baby, Mr and Mrs A. Spalding and child, Mr and Mrs Terbrugge, Mr and Mrs Thoy, Mr and Mrs van Vackenburgh, Capt. & Mrs Ceimellor, Mrs Baker, Mrs Bristow, Mrs H. Dabbs, Mrs Edwards, Mrs Franke, Mrs L. Hughes, Mrs Matthiessen and baby, Mrs Moerasatoe, Mrs Ojeda Okiosan, Mrs Pigott, Mrs Runell, Mrs Rozenstein and children, Mrs E. H. Rabim, Mrs C. E. van Riemsdyk and daughter, Mrs Carlos Sackermann & child, Mrs T. W. Schwer & son, Mrs Thormidder, Mrs Tagushi Oh Tork, Misses van Braambeck, Josefine Greenbourg, Harrins, L. Hazenberg, B. Hazenberg, S. Holmes, Johnson, Jque, Sh. Joshi, J. Jamaguchi, Jung, Lowry (2), S. Morstedt, E. A. de Sabs, Ethel Townsend and Ella Wolff, Consul F. J. Haver Droeze, Rev. Lee, Rev. Plazek, Capt. Reimers, Dr. F. Schoste, Messrs. A. P. Brandt, Oscar Blau, Barnard, Paul Becker, Lewis Beeler, Paul Chater, J. H. Coster, C. B. Creasy and family, H. Classen, Thomas Chun, Stanley Dyer, F. Eberle, Engels and 2 children, Fries, Otto Fischer, H. N. Ferres, Fontanelle, W. Froemmel, Fitting, H. Graham and family, F. St. Goar, R. Goecke, Goecke, jr., Ch. Henn and child, Hellier, Hewatilarne and family, Jarsen, Gustav Kehding, A. Kritz, J. Kühler, H. Kempf, Kjer, Thos. Kerr, Franz Lienau, E. Ligan, Ira Laganeker, Robert L. Mulch, F. Maucher, Mody, Haupt. v. Ploennies and party, H. C. Prinssen, Phelps, F. Pluck, P. Reinecke, Ritschel, Straub, Strauss, S. Sommerville, F. Schneider, C. H. F. Selereta, N. H. Smitt, S. J. Townsend, Thorsen, St. Toulmin, T. M. Vidder, P. H. Waard, P. E. Waard, A. Wagner, S. S. Wright, C. E. Wright and L. Zweiger.

JOINT STOCK SHARES.

Hongkong, April 23rd.

COMPANY.	PAID UP	QUOTATIONS.
Alhambra	Rs. 200	Nominal.
Banks—		
Hongkong & S'hai.	$125	$692½, sellers London £73-10.
National B. of China	£6	$51, buyers
Bell's Asbestos E. A.	12s. 6d.	$7½
China-Borneo Co.	$12	$11, sellers
China Light & P. Co.	$10 / $1	$6, buyers
China Provident	$10	$8¾, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 56.
Hongkong	$10	$10, buyers
International	Tls. 75	Tls. 55.
Laou Kung Mow	Tls. 100	Tls. 75.
Soychee	Tls. 500	Tls. 260.
Dairy Farm	$6	$19, buyers
Docks and Wharves—		
H. & K. Wharf & G.	$50	$52, buyers
H. & W. Dock	$50	$103½, sellers
New Amoy Dock	$62	$9½, buyers
Shanghai Dock	Tls. 100	Tls. 86.
S'hai & H. Wharf	Tls. 100	Tls. 223.
Fenwick & Co., Geo.	$25	$13, sellers
Green Island Cement	$10	$11½, sales
Hongkong & C. Gas	$10	$175.
Hongkong Electric	$10	$16½ sales
Hongkong Hotel Co.	$50	$96, sellers
Hongkong Ice Co.	$25	$225.
H.K. Milling Co., Ld.	$100	$150.
Hongkong Rope Co.	$10	$30.
Insurances—		
Canton	$50	$240, sellers
China Fire	$20	$90, buyers
China Traders	$25	$91, buyers
Hongkong Fire	$50	$307½, buyers
North China	£5	Tls. 81, buyers
Union	$100	$842½, sellers
Yangtsze	$50	$160. $145.
Land and Building—		
Hongkong Land Inv.	$100	$99, buyers
Humphrey's Estate	$10	$10, buyers
Kowloon Land & B.	$30	$26
Shanghai Land	Tls. 50	Tls. 114.
West Point Building	$50	$49.
Mining—		
Charbonnages	Frs. 250	$550, buyers
Raubs	18/10	$8¾.
Peak Tramways	$10 / $1	$13, buyers $2, buyers
Philippine Co.	$10	$8, buyers
Refineries—		
China Sugar	$100	$137½ sellers
Luzon Sugar	$100	$15.
Steamship Companies		
China and Manila	$25	$18, sales
Douglas Steamship.	$50	$40.
H., Canton & M.	$15	$20½, sellers
Indo-China S.N. Co.	£5	$38. $24.
Shell Transport Co.	£1	45/-
Star Ferry	$10	$31, buyers
Do., New	$5	$15½, buyers
South China M. Post.	$25	$23, buyers
Steam Laundry Co.	$5	$6, sellers
Stores & Dispensaries		
Campbell, M. & Co.	$10	$15, sellers
Powell & Co., Wm.	$10	$5.
Watkins	$10	$2½.
Watson & Co., A. S.	$10	$10.
Weissmann, Ld.	$100	$165.
United Asbestos	$4	$11, buyers
Do. Founders	$10	$16, buyers
Union Waterboat Co.	$10	$11, buyers

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From April 24th to 30th, 1908.

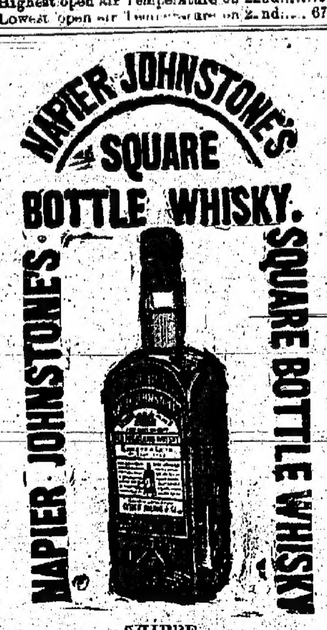
Day of Week.	Day of Month.		HIGH WATER. Hongkong Mean Time.	Height.		LOW WATER. Hongkong Mean Time.	Height.
			h. m.	ft. in.		h. m.	ft. in.
Fri.	24	m	5 41	4 2	m	0 18	4 2
			2 55 a	6 4		11 19 a	1 3
Sat.	25	m	6 46	4 4	m	9 33	4 3
			4 20 a	5 3			
Sun.	26	m	7 22	4 7	m	0 17	1 3
			5 17 a	6 2	m	11 47	4 0
Mon.	27	m	7 55	5 0	m	1 5	1 4
			7 15 a	6 2		1 0 a	3 4
Tues.	28	m	8 10	5 4	m	1 46	1 6
			8 10 a	6 2		1 58 a	2 7
Wed.	29	m	8 46	5 8	m	2 23	1 8
			9 15 a	6 0		2 44 a	2 0
Thurs.	30	m	9 0	6 1	m	x 59	2 1
			10 0 a	5 8		3 20 a	1 5

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 23rd

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.89	30.00	29.92
Temperature	77	72	73
Humidity	61	76	72
Wind-Direction	—	E	E
" Force	0	2	3
Weather	b	c	c
Rain		—	—

Highest open air temperature on 22nd 79
Lowest open air temperature on 2nd 67



SHIPPED
CUTLER, PALMER & Co., LONDON
AGENTS
LANE, CRAWFORD & CO.
HONGKONG 46

SHIPPING IN PORT.

STEAMERS.

AMIRAL DE BROUNOND, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.

BOURBON, French str., 997, Le Bail, 15th April—Saigon 11th April, General—Chinese.

CATHERINE APCAR, British str., 1,730, W. D. A. Thomas, 20th April—Calcutta and Straits 3rd April, General—David Sassoon & Co., Ltd.

CHIRLI, British str., 1,176, J. Warrack, 14th April—Haiphong and Hoihow 13th April, General—Butterfield & Swire.

CHINA, American str., 3,186, D. E. Friele, 14th April—San Francisco 17th March, and Shanghai 11th April, Mails and General—Pacific Mail Steamship Co.

CHIYUEN, Chinese str., 1,178, C. Stewart, 19th April—Shanghai 16th April, General—Chinese.

DAIJIN MARU, Japanese str., 960, I. Sakurai, 22nd April—Swatow 21st April, General—Osaka Shosen Kaisha.

DEN OF ARLIS, British str., 2,271, Cumming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.

DRUFAR, Norwegian str., 1,734, J. Bing, 20th April—Bangkok 11th April, Rice and General—Norddeutscher Lloyd.

EMPIRE, British str., 2,843, P. T. Helms, 20th April—Yokohama via Kobe and Moji 7th April, General—Gibb, Livingston & Co.

EMPRESS OF JAPAN, British str., 3,03[illegible], H. Pybus, 6th April—Vancouver 18th March, and Shanghai 4th April, Mails and General—Canadian Pacific Railway Co.

FAUSANG, British str., 1,410, H. S. Martin, 18th April—Saigon 14th April, Rice—Jardine, Matheson & Co.

FRITHJOF, Norwegian str., 891, Olaf Andersen, 12th April—Saigon 8th April, Rice and Meal—Aagaard, Thoresen & Co.

FUKURA MARU, Japanese str., 1,946, H. Sakamoto, 21st April—Moji 16th April, Coal—Mitsu Bishi Goshi-Kwaisha.

GREFEVALL, British str., 2,845, Steele, 22nd April—Portland 13th March, and Karatsu 16th April, Wheat—A. Thoresen & Co.

HAIPHONG, French str., 500, Pomfret, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.

HERMAN LERCHE, Russian str., 1,871, J. Obsiling, 8th April—Singapore 11th April, General—Bradley & Co.

HILARY, German str., 1,276, H. Uecker, 17th April—Saigon 12th April, Rice—Sander, Weiler & Co.

HOPSANG, British str., 1,356, Jas. M. Hay, 21st April—Karatsu 15th April, Coal—Jardine, Matheson & Co.

HUICHOW, British str., 1,237, E. Forsyth, 22nd April—Tientsin, Chefoo, Amoy & Swatow 21st April, General—Butterfield & Swire.

JACOB DIEDERICHSEN, German str., 623, Hansen, 22nd April—Pakhoi April 16th, and Hoihow 20th, General and Cattle—Jebsen & Co.

JAPAN, British str., 3,806, J. G. Olifent, 17th April—Moji 15th April, General—David Sassoon & Co., Ltd.

KIUKIANG, British str., 1,228, H. A. Wavell, 21st April—Shanghai 17th April, General—Butterfield & Swire.

KOWLOON, German str., 1,427, Enigk, 10th April—Wakamatsu 5th April, General—Hamburg-Amerika Linie.

KWANGTAH, Chinese str., 1,536, Wm. H. Lunt, 22nd Apr.—Shanghai 19th Apr., General—Chinese.

KWEILIN, British str., 1,240, Hards, 19th April—Shanghai 16th April, General—Butterfield & Swire.

KWONGSANG, British str., 1,427, W. Palmer-Baker, 21st April—Shanghai April 18th, and Swatow 20th, General—Jardine, Matheson & Co.

LANDRAT SCHEIFF, German str., 1,012, H. Grandt, 9th April—Saigon 4th April, Rice—Siemssen & Co.

LOYAL, German str., 1,237, Natzius, 20th April—Saigon 14th April, Rice—Sander, Wieler & Co.

LOONGSANG, British str., 1,056, S. J. Payne, 22nd April—Manila 19th April, General—Jardine, Matheson & Co.

MACHEW, German str., 991, Zollner, 19th April—Bangkok via Kohsichang 12th April, Rice—Norddeutscher Lloyd.

MANCHURIA, American str., 8,750, J. W. Saunders, 19th April—San Francisco via Ports and Shanghai 16th April, Mails and General—Pacific Mail Steamship Co.

MANDAL, Norwegian str., 1,193, K. Gabrielsen, 21st April—Saigon 16th April, General—Wallem & Co.

MATHILDA KORNER, German str., 1,846, M. Dibberm, 21st April—Hongay 18th April, Coal—Jardin.

NINGCHOW, British str., 5,876, H. Allen, 16th April—Tacoma via Japan 18th March, General—Butterfield & Swire.

NUMANTIA, German str., 4,385, H. Feldtmann, 22nd April—Portland, Or. 15th March, Flour—Portland Asiatic Steamship Co.

PERSIA, Austrian str., 3,779, G. Bartole, 17th April—Kobe 9th April, General—Sander, Weiler & Co.

PHRANANG, German str., 10,21, Fr. v. Mangelsdorff, 19th April—Bangkok & Kohsichang 12th April, Rice and Teakwood—Melchers & Co.

PHU-YEN, French str., 1,299, Bouisson, 21st April—Saigon 17th April, Flour—Bradley & Co.

PRINZ WALDEMAR, German str., 1,737, W. von Senden, 22nd April—Yokohama 13th Apr., General—Melchers & Co.

PRONTO, Norwegian str., 962, T. Seeberg, 20th April—Wuhu 15th April, Rice—Aagaard, Thoresen & Co.

R.I.M.S. DUFFERIN, British transport, 3,966, T. A. L. de Berry, 21st April—Taku 16th April.

REIDER, Norwegian str., 2,297, C. Stangetye, 14th April—Moji 8th April, Coal—Aagaard, Thoresen & Co.

SAMBIA, German str., 3,623, O. Muller, 17th April—Shanghai 14th April, General—Hamburg-Amerika Linie.

SHANTUNG, British str., 1,853, Scott, 21st April—Sourabaya 5th April, Sugar—Butterfield & Swire.

SHANTUNG, German str., 1,000, C. Gosewitch, 22nd April—Bangkok April 13th, and Swatow 21st, Rice—Butterfield & Swire.

SHINANO MARU, Japanese str., 3,960, Kawara, 19th April—Seattle 17th Mar. & Shanghai 16th Apr., General—Nippon Yusen Kaisha.

SIGNAL, German str., 907, G. Schlaikier, 15th April—Haiphong and Hoihow 14th April, Rice—Jebsen & Co.

SOSHU MARU, Japanese str., 1,119, T. Suruga, 20th April—Shanghai via Foochow, Amoy and Swatow 19th April, General—Osaka Shosen Kaisha.

TAISHAN, British str., 1,121, Laing, 19th April—Saigon 14th April, General—Bradley & Co.

TAIWAN, British str., 1,042, J. A. Martin, 17th April—Hon Kohe Bay 14th April, Salt—Chinese.

WINGSANG, British str., 1,517, D. A. King, 19th April—Wuhu 16th, Rice—Jardine, Matheson & Co.

YERIMO MARU, Japanese str., 2,950, H. Kobayashi, 17th April—Japan 12th April, Coal—Osaka Shosen Kaisha.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. P. R. Adams, Mr. A. Aftalion, Mr. T. Aquado, Mr. C. Arnott, Mr. W. M. Atkinson, Mr. H. B. Bates, Mr. H. G. Battiscombe, Mr. R. Benson, Mr. & Mrs. S. Bisney, Miss Bisney, Dr G. D. K. Black, Mr. N. A. Black, Miss W. Bleecker, Mr. A. B. Blunn, Mr. E. Bornand, Mr. T. Brayfield, Mr. J. Briborea, Mr. F. G. Brighton, Mr B. Brown, Mr. A. G. Brown, Mr. J. H. Bulmer, Mr. R. C. Burgess, Mr. L. Burle, Mr. S. C. de Bussierre, Mr. C. Calisti, Mr. M. Camus, Mr. E. W. Carpenter, Mr. A. Carter, Mr. H. Chalkley, Mr. H. E. Colvin, Mr. W. A. Crake, Mr. Croft, Mr. A. H. Crook, Mr. E. Daubrée, Lt Comdr. and Mrs. Douglas, U.S.N., Mr. S. Fischer, Mr. C. B. Franklin, Mr. F. W. Franks, Mr. B. L. Frost, Mr. Denman Fuller, Mr. Adam Gibson, Mr. A. C. Grilk, Miss Guthrie, Capt. T. A. Hall, Mr. R. Harding, Mr. R. Hare, Mr. J. L. Harrison, Mrs. Florence Burton-Holden, Master H. Burton-Holden, Mr. F. A. Hollabaugh, Mrs. S. Huless, Mr. Percy Leigh-Hunt, Mr. Geo. Hyman, Capt. R. Innes, Miss Jackson, Mr. Jos. C. Jones, Mr. R. M. Joseph, Mr. & Mrs. E. S. Joseph, Mr. T. Kaisler, Mr. & Mrs. R. Karlisch, Mr. P. Kremer, Mr. E. A. Leggatt, Mr. W. Leighton, Mr. A. C. Little, Mr. & Mrs. W. Logan, Mr. R. M. MacDonald, Mr. B. Mendell, Mr. G. C. McIntosh, Mrs. R. J. Mefford, Mr. H. Mellor, Mr. W. A. Mills, Mr. W. Morley, Mr. B. G. Morris, Mr P. Nesitt, Mr. B. L. Packer, Rev. and Mrs. D. Park and child, Mr. C. Parry, Mr., Mrs. and 2 Misses Pauloing & 2 children, Mr. A. W. J. Peake, Dr. and Mrs. W. W. Pearse, Mr. and Mrs. T. L. Parkins, Mr. J. B. Picton, Mr. Aug. Pivano, Mr. A. W. Polglase, Mr. & Mrs. W. H. Potts, Miss Potts, Mr. W. A. Powell, Mr. E. Ralphs, Mr. E. H. Ray, Mr. R. Ree, Mr. & Mrs. F. P. Reed, Mr. Chas. Richardson, Mr. E. Ruckdeschel, Mr. A. W. Schnieder, Mr. C. E. Shields, Mr. J. Spittles, Mr. W. T. Stebbing, Mr. C. R. Stetson, Rev. A. J. Stevens, Mrs. G. M. Stone & maid, Mr. Geo. Strong, Mr. H. P. Thomas, Mrs. Gordon Thompson, Mr. G. W. Tullidge, Mr. O. Vojnich, Mr. H. E. Wadman, Mr. C. Wallach, Mr. H. Weill, Mr. G. G. Woods, Mr. J. D. Woods, Mrs. Youdan

KING EDWARD HOTEL.

Mr. M. Baillet, Mr. & Mrs. H.O. Beatty, Mr. C. S. Botton, Mr. Charles T. Bewes, Mr. G. H. Corse, Mr. & Mrs. Cunninge, Mr. P. Dow, Mrs. G. J. Harman and child, Mr. J. A. Jacobson, Mr. and Mrs. F. J. V. Jorge, Dr. Kew, Capt. F. Kofod, Mr. Thos. W. Kydd, Mrs. F. B. Laud, Mr. R. B. Levien, Mr. H. Lyon, Mr. J. H. Mody, Mr. and Mrs. A. B. Moulder, Mr. D. M. Nicholson, Mr. & Mrs. E. S. Offley and child, Mrs. R. H. Offley, Mrs. W. C. Passmore, Mrs. Peel and family, Mr. E. Pond, Mr. C. S. R. Privett, Mr. and Mrs. S. Silverstone, Mr. M. L. Silverstone, Mr. A. H. Silverstone, Mrs. A. G. Smith, Miss Square, Mr. D. V. Steavenson, Mr. E. R. Tarwater, Mr. & Mrs. H.M. Tibbey, Mr. F. Wilson, Mr. P. L. Wong, Mr. F. Wundres, Mr. Zach

KINGSCLERE PRIVATE HOTEL.

Capt. H. Beasley, R.A., Mrs. H. Beasley, Dr. & Mrs. Bellios, Mr. F. Bevington, Mr. and Mrs. Norman Blanch, Miss Carter-Campbell, Mr. T. Chinchen, Mr. T. Cocker, Mr. & Mrs. Cocker, Mr. Crinckshank, Revd. A. Dalles-Ennis C.P., Mrs. A. Dalles-Ennis, Mr. K. Freund, Mr. E. Gaster, Comdr. Grenfell, R.N., Mrs. Grenfell, Lieut E. D. Grieve, R.N., Mrs. E. L. Grieve, Mr. Eustace Hagen, Mr. A. L. A. Hissink, Mr. E. A. Irving, Mr. H. T. Jackman, Mr. E. A. Koster, Mr. L. V. Langstein, Mr. & Mrs. L. Marston, Mr. & Mrs. Medbury, Revd. B. C. Meeke, C.P., Mrs. H. C. Meeke, Mr. T. de Meester, Dr. & Mrs. W. Moore, Mr. R. S. Morrison, Mr. William North, Mr. Hans Popper, Mr. P. Potts, Mr. & Mrs. Preston, Mr. F. Cunliffe-Owen, Mrs. G. Sachse, Mr. B. Schwandes, Mr. J. Gray Scott, Mr. Thos. Seggie, Mr. & Mrs. F. Smyth, Mrs. Smyth's two sons, Mr. E. A. M. Williams, Mr. R. B. Williams

STEAMERS PASSED THE CANAL.

April 4th—*Candia, Palma, Yangtsze.* 8th—*Benarty, Flintshire, Indrasamha, Trieste, Ellen Bickmers, Nubia, St. George.* 11th—*Ceylon, Scandiu, Socotra, Stentor, Hakata Maru, Peleus, Petronia.* 15th—*Heinam, Austria, Braemar, Bulow, Ceylon Maru, Slavonia, Cardiganshire, Nijni Novgorod.* 22nd—*Andalusia, Benlomond, Deucalion, Ernest Simons, Maria Valerie, Atholl, Palermo, Indrani, Sanuki Maru, Kasama, Ormidale.*

ARRIVAL AT HOME.

April 21st—*Agamemnon, Tenkai.*

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 21st April, 1908. 1

AMERICAN ASIATIC S.S. COMPANY

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. DUNSTAN,"

Captain W. Jones, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on MONDAY, the 27th inst. at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO.
General Agents.

Hongkong, 20th April, 1908. 746

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 21st inst., at NOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23th inst., at 9.30 A.M.

All Claims must reach us before the 2nd prox., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 21st April, 1908. 5

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 22nd April, 1908. 756

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